The Bombay Gazette.

No. 7,202.—New Series. BOMBAY :—TUESDAY, APRIL 13, 1869. Annual Subscription in Advance... ..Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
——— including postage	„ 72 0
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per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second Ditto	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship "Arabia," 1,067 tons, 200 H. P., Commander J. J. Ballantine, will be despatched on Tuesday, the 13th April, at noon.

April		April
Leave Bombay 13	Leave Galle	21
„ Rutnagherry 14	„ Negapatam	23
„ Vingorla 14	„ Pondicherry	24
„ Carwar 15	„ Madras	26
„ Mangalore 16	„ Coconada	28
„ Cannanore 17	„ Visagapatam	29
„ Calicut 17	„ Ballasore	29
„ Beypore 17	„ Gopalpore	30
„ Cochin 18		May.
„ Tuticorin 19	„ Galle Point	1
„ Colombo 20	Arrive Calcutta	2

This route is the most expeditious and economical for passengers for the Neilgherrie district, Bangalore and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

N. B.—Until further notice the steamers from Bombay and Calcutta will call at Rutnagherry and Vingorla monthly on the dates above given.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging cargo and passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited), under mail contract with Government, will despatch a steamer every 14 days to the Persian Gulf, touching at Kurrachee, Gundur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

Up.	Apl.	Apl.	Down.	Apl.	May.
Leave Bombay	7	5 & 19	Leave Bussorah	23	8
„ Kurrachee	9	23	„ Fao	23	7
„ Gundur	10	24	„ Bushire	25	9
„ Muscat	13	27	„ Linga	27	11
„ Bunder Abbas...	15	29	„ Bunder Abbas...	29	13
„ Linga	16	30			May.
		May.	„ Muscat	1	15
„ Bushire	19	3	„ Gundur	3	17
„ Fao	20	4	„ Kurrachee	5	19
Arrive Bussorah	21	5	Arrive Bombay	8	22

The steam-ship "Abyssinia," 1,129 Tons, 200 H. P., Commander J. Templeton, will be despatched on Monday, the 19th instant, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every MONDAY, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

PASSAGE DIRECT TO LIVERPOOL VIA CAPE.

THE magnificent and commodious s. s. "Californian," Captain Watson, is now on the berth for Liverpool, and offers excellent accommodation for passengers, the saloon being extensive and the state-rooms well fitted and airy.

The "Californian" is well-known as a comfortable as well as quick vessel, having been awarded the prize by Government, offered for the quickest run during the Abyssinian Expedition, and offering a table liberally supplied. Passengers may rely on receiving every attention on board.

Those making engagements by the above steamer should be in readiness to embark not later than 20th April 1869. For passage apply to G. F. PIM & Co.,

Bombay, April, 1869. Agents.

FOR LONDON VIA HAVRE.

(To sail full, or not full, on or before 10th proximo.)

THE A 1 clipper ship "Dilharree," 1,223 tons register, Walter Hamilton Bisset, R. N. R., Commander, will be despatched as above.

For freight or passage apply to W. NICOL & Co.,

Bombay, 6th April 1869. Agents.

NOTICE.—Consignees of cargo per ship "City of Lahore," arrived from Glasgow, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned. W. NICOL & Co.,

Bombay, 1st April 1869. Agents of ship.

NOTICE.—Consignees of cargo per ship "City of Venice," arrived from Glasgow, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned. W. NICOL & Co.,

Agents of ship "City of Venice."

Bombay, 9th April 1869.

NOTICE.—Consignees of cargo per ship "British Sovereign," Reed, Master, from London, are requested to send off boats alongside the ship to receive delivery of their goods, otherwise the same will be landed as they come to the Bank at the risk and expense of the concerned.

Captain Reed will not be responsible for the condition of any package after it leaves the ship's deck. FINLAY, SCOTT, & Co.,

Bombay, 8th April 1869. Agents.

THE BOMBAY SHIPPING COMPANY (Limited).—NOTICE.—Consignees of Goods per "Rohilla," Dougall, Master, from Liverpool, are requested to send off boats for their cargo without delay, otherwise the goods will be landed by the Captain as they come to hand at the expense and risk of the concerned.

Captain Dougall will not be responsible for the condition of any package after it leaves the ship's deck.

RITCHIE, STEUART, & Co.,

Secretaries & Treasurers.

Bombay, 7th April 1869.

NOTICES.

MUSICAL BOXES, JEWELLERY, CLOCKS.—Our stock has been replenished, and offers the most complete assortment desirable.

FAVRE, LEUBA, & Co.

WARRANTED WATCHES.—All Gold and Silver Watches of every description and size manufactured by us, and fitted with the latest improvements, are warranted to purchasers for the term of 1, 2, or 3 years.

FAVRE, LEUBA, & Co.

KEYLESS WATCHES.—For which the undersigned have also obtained the only first class Prize Medal at the Broach Exhibition. This watch is pronounced by competent judges to be the most practical and best time-keeper ever produced.

FAVRE, LEUBA, & Co.

RS. 50 SILVER WATCH.—The only first class Prize Medal was obtained by the undersigned at the late Broach Exhibition for this Watch: its durability and excellent way of keeping time cannot be surpassed at the price. FAVRE, LEUBA, & Co.

ROSSELET and Co. Established 1838.

WATCHMAKERS, JEWELLERS, AND ENGRAVERS.

6, Meadow Street,

Importers of English and Foreign Watches and Jewellery of all kinds.

Sole Agents in India for Pateek, Benoit, and Courvoisier Brothers' Watches.

Always on hand a large stock of Gold and Silver Watch of all descriptions, sizes, and prices. Railway Time-keepers, (Keyless), Repeaters, and Soldiers' Watches.

Guarantee given with every Watch.

A beautiful assortment of made Jewellery, Silver and Plated Ware.

American, French, and English Clocks in great variety.

Repairs of all kinds carefully executed. Orders from up-country stations punctually attended to, if accompanied with a remittance. ROSSELET & Co.

COCONADA CHEROOTS.

	Cash. Rs. as.	Credit. Rs. as.
BURMAH caped, per hundred	1 12	2 0
Do. Do. per thousand	14 0	16 0
THE OFFICE Cheroot, per hundred	1 8	1 12
Do. Do. per thousand	13 0	15 0

These Cheroots are of a quality very superior to those commonly sold: and prepared by the original manufacturer, from the finest leaf only, expressly for

TREACHER & Co. (Limited).

HAM, BACON AND CHEESE.

By every weekly Steamer.

	Cash. Rs. as.	Credit. Rs. as.
Ham, Pale, Prime Plump, per lb.	1 0	1 3
Ham, Smoked	1 0	1 2
Bacon, Streaky Flitch	1 1	1 3
Cheese, double Gloster, in cut	1 0	1 2
Cheese, Berkley, Cheddar and North Wilts, each from 6 to 10 lbs.	1 0	1 2
Cheese, finest Stilton, each 10 to 16 lbs.	1 4	1 8

TREACHER & Co. (Limited).

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £45, 2nd class £25. } Exclusive
To Trieste—1st class £64 10s., 2nd class £37 5s. } of Wines.

Steamers will leave Bombay on every alternate Wednesday commencing on 10th March.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; and Messrs. Fraissinet Pere et Fils, Marseilles; or to the undersigned in Bombay.

The Steam-ship "Neera," 2,200 tons, Captain Hanscom, will be despatched on Wednesday, the 21st instant

STEARNS HOBART, & Co.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear:—

REQUIREMENTS.

½ Dozen Silk and Wool Shirts.	1 Rug with Straps,
½ „ Under Vests.	1 Maud.
2 „ Linen Collars.	1 Inverness Cape.
1 „ Fine Cotton Socks.	1 Hand Portmanteau.
1 „ Fine Merino Socks.	2 Overland Trunks.
½ „ Fine Merino Drawers.	1 Clothes Bag.
½ „ Colored Handkerchiefs.	1 Travelling Hat,
1 „ White Cambric.	1 Courier Bag.
1 Overland Suit.	1 Easy Chair.
2 Sleeping Suits.	1 Umbrella.
2 Pairs of Kid Gloves.	1 Pair of Brushes.
6 Scarfs and Ties.	Ladies' Overland Trunks.

Return Fares.—First Class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

NEW ADVERTISEMENTS.

WEEKLY COMMUNICATION WITH ENGLAND.

On Saturday, the 17th April, at 3 P.M., from Mazagon.

THE P. & O. Co.'s s. s. "Ellora," (1,574 tons, and 300 H. P.), Captain J. S. Murray, will leave for Suez as above, carrying H. M.'s Mails, also passengers and cargo for that port, Marseilles, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Genoa, Barcelona and Havre, Liverpool, or London.

No cargo can be received on board after sunset on the day previous to sailing.

Parcels will be received at this office until 11 A.M. on Friday, the 16th April.

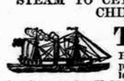
Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small steamer will leave Mazagon Bunder for the convenience of passengers at 3 P.M., precisely, on the day of sailing.

G. F. HENRY, Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 10th April, 1869.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.



THE P. and O. Co.'s s. s. "Travancore," (1,900 tons, and 400 H. P.), Captain C. H. Eastley, will be despatched for the above portson Friday, the 16th April, leaving Mazagon at noon on that day, carrying H. M.'s Mails, and taking also passengers and cargo for Madras, Calcutta and Australia.

No cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before 11 A.M. on Wednesday, the 14th instant.

G. F. HENRY, Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 10th April, 1869.

GRANT ROAD THEATRE.

DAVE CARSON'S DRAMATIC and BURLESQUE COMPANY.

Ms. DAVE CARSON has much pleasure in announcing to his friends and patrons in Bombay, that he has at much expense organized the above Company, and he trusts that the favours accorded him during the last seven years will be continued and extended to the Artistes he now has the honour of introducing to a BOMBAY PUBLIC.

The Company consists of the following Ladies and Gentlemen:—

Mr. H. Richardson.	Signor Zelman.
Mr. E. D. Haygarth.	Mr. Herbeete.
Mr. W. South.	Mr. Dave Carson.
Mr. F. Pollock.	Mrs. H. Richardson.
Mr. O. Deering.	Miss Fanny Wiseman.

During the forthcoming brief season, Comedies, Vaudevilles, Farces, Burlesques, and Extravaganzas will be produced in rapid succession, and no pain or outlay will be spared in order to render the performances attractive to the most fastidious.

GRAND OPENING NIGHT,

THURSDAY, APRIL 15th, 1869.

The Entertainment will commence with C. Dance's elegant Comedy, in two Acts, entitled,

THE WONDERFUL WOMAN.

Marquis de Frontignac	Mr. H. Richardson.
Viscount Milleteur	Mr. W. South.
Rodolph	Mr. F. Pollock.
Francoeur	Mr. O. Deering.
Crepin	Mr. E. D. Haygarth.
Madame Hortense	Mrs. H. Richardson.
Cecille	Miss Fanny Wiseman.

To be followed by

DAVE CARSON

In his most successful impersonation of the Indian Sexagenarian, or

GRANDFATHER BEN,

With new local Verses.

The performance will terminate with the Screaming Farce of

NAN,

THE GOOD FOR NOTHING.

Tom Dobbles	Mr. E. D. Haygarth.
Harry Collier	Mr. W. South.
Charley	Mr. F. Pollock.
Mr. Simpson	Mr. O. Deering.
Nan, with a song, "My Johnny was a Shoemaker"	Miss Fanny Wiseman.

PRICES OF ADMISSION.

Dress Circle	Rs. 6
Stalls	„ 4
Upper Circle	„ 2
Pit	„ 1

Tickets and places may be secured of Messrs. Soundy & Co., where a plan of the Dress Circle can be seen.

In active preparation, Byron's world-renowned Burlesque of "Aladdin, or the Wonderful Scamp," and other novelties.

EVERY NIGHT A CHANGE!!!

Acting Manager ..... Mr. Dave Carson.
Stage Manager ..... Mr. H. Richardson.
Musical Director ..... Signor Zelman.

NOTICE.—Consignees of cargo per ship "Dilbhur," arrived from London, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned. W. NICOL & Co.,

Bombay, 12th April, 1869. Agents of ship "Dilbhur."

NOTICE.—Consignees of cargo per ship "Prince Alfred," Captain Thirkell, from London, are requested to send boats alongside to take delivery of their respective goods as they come to hand, failing which they will be landed by the Captain on account and risk of the concerned.

Captain Thirkell will not be responsible for the condition of any package after it has once left the ship's deck.

BLACKWELL & Co.,

Agents for Captain Thirkell, ship "Prince Alfred."

Bombay, 12th April, 1869.

FOR SALE, a large sized first-class Slate Billiard Table, by Hopkins and Stephens, with lamps, &c. Apply to H. M., "Bombay Gazette."

OVERLAND from NEW YORK.—500 "Victoria" Kerosine Oil Street Lamps, now landing ex steam ship "Krishna," and for sale by the undersigned, at their offices, No. 9 Marine Street. FARNHAM & Co.

GUINNESS'S STOUT.—Just landed ex "Weathersfield," and now for sale in the Godowns of the undersigned—

Guinness's extra Stout, in prime condition, bottled by their Agents, Messrs. Machen & Co., Liverpool.

Pints..... Rs. 3 8 per dozen.

Bombay, April, 1869. G. F. PIM & Co.

BOMBAY CITY MISSION.—A Public Meeting, in connection with the Bombay City Mission, will be held in the Durbar Room of the Town Hall, on Thursday, the 15th instant, at 5-30 P.M.

D. MACPHERSON, J. MORRIS, } Joint Secretaries.

12th April, 1869.

RE JOHN SMITH WELLS, Deceased.—Pursuant to Act XVIII. of 1866 of the Legislative Council of India, entitled the Trustee's and Mortgagee's Powers Act 1866, Notice is hereby given, that all persons being creditors of, or otherwise having claims against, the Estates of John Smith Wells, late of Bombay, Civil Engineer and Contractor, who died at Edinburgh on the 18th day of July, 1867, and probate of whose Will was on the 14th day of January, 1868, granted by the High Court of Judicature at Bombay to William McIntyre and Thomas Proud, of Bombay, Gentlemen, two of the Executors therein named, are required, on or before the 12th day of May, 1869, to send to Messieurs Hearn, Cleveland, and Peile, Attorneys to the said Executors, the particulars of their claim upon or against the said Estate, and that at the expiration of such last mentioned period the Executors will proceed to distribute the whole of the assets of the said deceased, in accordance with his said Will, having regard to the claims of which they shall then have Notice, and none other.

All persons indebted to the said Estate, or having property of the deceased in their hands, are hereby required to pay, or account for such debts or property, to the said Executors without delay.—Dated this 10th day of April 1869.

HEARN, CLEVELAND, & PEILE.

WINES, SPIRITS, BEER, &c.

IMPORTANT.

MESSES, MERCHANTS, and RESIDENTS, in Western India should apply to CUTLER, PALMER, & Co., Dean Lane, Bombay, for such Wines, Spirits, and Cordials, as

Amontillado, a choice after-dinner Wine—Dry.

Brauenberger, a fragrant dessert Wine.

Clarets, of the best growths to ordinary, in Quarts and Pints. See List,

Chambertin, the elite of Burgundies.

Chablis, white or orange, in Quarts and Pints.

Charlis, the Wine to be served with Fish.

Cherry Brandy, after-dinner Liqueur.

Dry and Very Dry Champagne, in Magnums, Quarts, and Pints, three qualities.

East India Madeira, of magnificent character.

Fine Sparkling Nonpareil and other Hocks, specially prepared for India.

Gin, best London distilled, dry and soft.

Geneva, best Dutch.

Hochheimer, a light refreshing Wine in hot weather.

Invalids' Port, really and truly splendid Wine.

Johannisberger, a récherché Cabinet Wine.

Liebfraumilch, another style of Cabinet after-dinner Wine.

Moselle Nonpareil and Muscatel, the finest, sparkling, brilliant condition.

Marsala, pale Virgin, good dinner Wine.

Macon, cheap dinner Burgundy.

Nuits, a dinner Burgundy, good quality.

Orange Bitters, pure, recommended for use before dinner.

Ports of various qualities, in Quarts or Pints.

(Quotations given at Dean Lane, Bombay.)

Rum, the best of old landed Jamaicas.

Rudesheimer, full bodied dinner Hock.

Sauterne, delicate and fine flavoured.

Traminer Forster, a very choice dessert Hock.

(Unexceptionally good Terms to Traders.)

Very old and choice pale Cognacs to medium quality.

Whisky, Scotch and Irish, old, soft, and mellow.

Xeres or Sherry Wines, in six styles, dry and pale, gold, &c.

Yquem Sauterne, shipped to order.

Zara, Maraschino di, a choice Italian Liqueur.

NOTICE.

Our heart-shaped Labels, originated and used by us since 1815, are now extensively copied in India, we beg our friends and the public will ask for our Trade-mark Label when ordering Spirits, and so prevent fraud.

Being WINE MERCHANTS in the fullest sense of the term, and first hands, we offer our Wines for sale at one profit between the grower and consumer. Our terms to Traders, on orders of 30 dozens, are most liberal, and in like manner we give excellent value to private consumers, from whom we solicit comparison with other brands at our quotations.

TRADERS indenting on us for not less than 100 dozens of any one Wine (Champagne and Moselle included) may have their own names branded on the corks and cases if desired.

We take Shipping Orders for Wines in Wood:

CLARETS, at from £10 (advancing £5 per Hhd.) to £100, in Bordeaux.

SHERRIES, at from £30 (advancing £10 per Butt) to £250, in Cadiz or London.

PORTS, at from £36 (advancing £10 per Pipe) to £190, in Oporto or London.

COGNACS and other Spirits, according to age, at per Gallon.

CUTLER, PALMER, & Co.,

WINE MERCHANTS,

DEAN LANE, BOMBAY.

Established in Bombay in the year 1842; and in Bordeaux and London 1815.

LONDON HOUSES	Wholesale and for Export only—Tower Bonded Vaults, Mark Lane. Retail—Charing Cross Railway Vaults, Villiers Street, Strand.
BORDEAUX HOUSE	Wholesale and for Export—Place du Champ de Mars.

REPRESENTATIVES IN

China,	Colombo,	New Zealand,
Calcutta,	Kurrachee,	Manilla,
Madras,	New York,	New Orleans.

FOR SALE, at the Godowns of the undersigned, Barclay and Perkin's Porter, bottled by J. W. Bridges and Sons, London.

Quarts, Rs. 5 per dozen.
Pints, „ 3½ „

SIR CHARLES FORBES & Co.

FOR SALE, at the Godowns of the undersigned—

Brandy	'Otard Dupuy & Co.'	Rs. 30 per dozen.
Whiskey	'Dunville's V.R.'	„ 18 „
Clarets	'Medoc'	„ 10 „
Do.	'Lormont'	„ 12 „

Bombay, 12th Sept. 1868. BLACKWELL & Co.

CHARLES TOVEY and SON.

Messrs Owen and Okell, Agents of the above Eminent, Shippers, have for sale the following Wines:—

		Quarts per doz.	Pints per doz.
SHERRIES.	Charles Tovey's No. 3	Rs. 24	Rs. —
	Charles Tovey's „ 2	„ 32	„ 17
	Charles Tovey's „ 1	„ 40	„ 21
	"3 Crowns" Solera	„ 44	„ 23
	C. T.'s Amontillado No. 2 Amo ...	„ 28	„ —
CLARETS.	Charles Tovey's No. 4	„ 15	„ —
	Charles Tovey's „ 3	„ 20	„ 11
	Charles Tovey's „ 2 G	„ 24	„ 13
	Charles Tovey's „ 2 B	„ 30	„ 16
	Charles Tovey's „ 2	„ 36	„ 19
	Charles Tovey's „ 1	„ 40	„ 21
SAUTERNES.	Charles Tovey's 1864	„ 25	„ 13½
MOSELLES.	Sparkling Moselle Muscatel ...	„ 36	„ 19
HOCK.	Sparkling Die Perle des Rheims ...	„ 40	„ 21
BRANDY.	Charles Tovey's, Cognac No. 3 ...	„ 20	„ —
HOLLANDS.	Geneva fine proof. Case of 15 squares Rs. 26.		

Orders for the undermentioned shipments *(shortly expected to arrive)* can now be registered:—

Per "Courier-de-Bombay," from Bordeaux,
White and Red Burgundies, Champagne, Cognac, Claret.

Per "Gaulois," from Bordeaux,
Champagne, Claret.

Per "Star of the South," from London,
Moselle.

Per "Hindustan" from London.
Islay, Malt, and Irish Whiskey, Old Tom, Port.

Per "British Admiral" from London.
Sherry.

Per "Coldinghame" from London.
Gin Sherry.

OWEN AND OKELL.

Agents Bombay Presidency, For Charles Tovey and Son.
Agents for Bengal—Messrs. Turner, Morrison and Co., Calcutta.

SEASON of 1869.

THE VALLEY OF CASHMERE.

IMPORTANT TO TOURISTS.

Messrs. S. H. CLARKE and Co.,

Wine, Spirit, and General Merchants, Outfitters, &c.,

MEEAN MEER—MURREE—AND PESHAWUR,

respectfully beg to announce that they have made their usual extensive provision of every description of

WINES, SPIRITS, and STORES

to meet the requirements of Visitors to

CASHMERE,

who will find a great saving in time, trouble, and expense in providing themselves from either of their establishments.

S. H. CLARKE and COMPANY'S MURREE HOUSE offers great advantages to all travelling by that route (the one most generally used), as the expense of carriage from the plains is obviated—all supplies can be procured at a minute's notice, and carriage is always available.

S. H. CLARKE and Co.

have for many years carried on an extensive business with Cashmere, and their knowledge and experience enable them to successfully cater for the requirements of the visitors there.

To those Gentlemen who make any stay in Cashmere, S. H. Clarke and Co. beg to intimate that they can forward supplies direct from Murree (the nearest European station), and have them delivered in one week from date of despatch. This will be found not only a convenience, but a great economical consideration, as the actual cost will be less than that of the Wines and Stores usually taken from other stations.

S. H. Clarke and Co. further offer their best services to all residents in Cashmere to procure and forward in any articles required, though not connected with their business, free of charge.

CLARET.

PETIT MEDOC.

A sound, agreeable Breakfast Wine.

	Cash.	Credit.
Per dozen	Rs. 11	Rs. 12-8

CLARET.

MEDOC.

A very superior Breakfast or Cup Wine.

	Cash.	Credit.
Quarts, per dozen	Rs. 14-8	Rs. 16
Pints, per dozen	„ 8	„ 9

CLARET.

SAINT JULLIEN.

An excellent Dinner Wine.

	Cash.	Credit.
Per dozen	Rs. 21	Rs. 24

CLARET.

CHATEAU LEOVILLE.

A very fine, full-bodied, Dinner Wine.

	Cash.	Credit.
Per dozen	Rs. 25	Rs. 28

CLARET.

CHATEAU MARGAUX.

A rich, old, and very fragrant Wine.

	Cash.	Credit.
Per dozen	Rs. 33	Rs. 36.

TREACHER & Co. (Limited).

WINES, SPIRITS, BEER, &c.

SAUTERNES from the CHATEAU DES ORMES ... .Rs. 22 per doz.
Do. do. do. ... 18 „
GRINDLAY, GROOM, & Co.

CLARET FOR SALE, to close a consignment, a fine Breakfast Claret, sound and clear.
Per dozen quarts ..... Rs. 9 8
Also for sale, Champagne (Moet and Chandon) Brandies, Vermouth, &c., &c. Apply to
C. BOUNEVIALLE & Co.,
3 Bazaar Gate Street.

FOR SALE, by the undersigned, J. Cockburn's and Campbell's (Edinburgh) well known Wines.

Fine Pale Sherry	Quarts. Rs.	27 per doz.
Fine Very Pale	„ „	27 „
Fine Pale	„ „	29 „
Superior Port	„ „	27 „
Do. do.	Pints. „	14 „
Brandy	„ „	32 „

EWART, LATHAM, & Co.

DENMAN'S CELEBRATED

GREEK WINES,

Just received in fine condition.

	Cash. Rs. as.	Credit. Rs. as.
COMO; a red wine resembling young full bodied Port	32 8	36 0
HYMET, RED; a full bodied dry wine, resembling Burgundy	20 8	23 0
"I wish I may never drink worse liquor than my Hymet."—Mr. Naggleton; "Punch," 8th Aug., 1868.		
HYMET, WHITE; a dry wine with Chablis character	20 8	23 0
"White Hymet, although full of body and flavour would suite to a marvel the first course of fish."—"Times," 7th September, 1865.		
KEFFESIA, WHITE; a dry dinner wine, with very fine Chablis character	27 0	30
"The White Keffesia possesses a delicacy which we have rarely met with in any other wine."—"Trewman's Exeter Flying Post."		
PATRAS, RED; of a rich Burgundy character...	24 0	27 0
PATRAS, WHITE; of a fine Hock character...	20 8	3 0
"Patras, equal to a full-bodied Hock, will stand exposure to the air for days without turning sour."—R. Druitt, M.D., Report on Wines, 1866.		
SAINT ELIE; a dry wine of Amontillado character	28 8	32 0
"Many of the White Wines appear to us a delicate mixture of Hock and Sherry; and we would especially instance the St. Elie, a famous "wine of night."—"London Review," July 22nd, 1865.		
SAMORIN; a very dry wine, with Port flavour.	28 8	32 0
"If people must have after dinner Wine at all, they will get no dyspepsia from Denman and Santarin."—"Saturday Review," 13th August, 1865.		
THERA; a full-bodied White Wine, with Dry Madeira character	36 0	40 0
"Is really a good Wine. We can endorse Dr. Druitt's judgment."—"Saturday Review," 12th August, 1865.		
VISANTO; an exceedingly luscious White Wine, delicious for dessert.	44 0	48 0

HUNGARIAN WINES.

NESSMELY No. 1; an agreeable and delicate Wine of Hock character	22 0	25 0
OFNER; a red Wine of Burgundy character	24 0	27 0
SZEGSZARD; a red Wine possessing fine bouquet of Claret character	16 0	18 0

SOLE AGENTS,

TREACHER & Co. (Limited).

NOTICES.

Messrs. BADHAM and COMPANY.

HOSIERS, GLOVERS, and GENERAL WAREHOUSEMEN.

Apollo House. Bombay.

By Appointment.

To the late EARLS CANNING and ELGIN; and SIR JOHN MAIR LAWRENCE, G.C.B., K.S.I.

The present Viceroy and Governor General, His Excellency the Right Hon'ble the EARL OF MAYO K.P.

SEASON 1868-69.

MESSRS. BADHAM and COMPANY, in announcing the arrival of their Shipments for the present season, beg to call special attention to the great extension of all Departments.

The Goods have been carefully selected by Mr. BADHAM from the best London and Parisian Markets and in order to obtain the latest novelties, the Goods have been despatched by the Overland Route.

BADHAM'S SPECIAL INDIAN HOSIERY

HOSIERY DEPARTMENT.	Rs.	Rs.
Fine Bro. Cotton Socks, per dozen...	12	to 21
Superfine do.	18	„ 21
Balbriggan embossed Silk od.	25	
Fine Striped and Fancy Socks	14	„ 20
Fine Mixed Silk and Cotton	25	
Superfine Grey and Mixed Merino ...	13	„ 18½
Extra Superfine do. Mixed Striped...	21	„ 24
Lisle Thread ½ Hose	20	
Do. Fancy Striped	23	
Fancy and Striped Silk Socks	25	„ 45
Ribbed Knickerbocker Stockings for Shikaring &c. per pair	3	„ 6
Celebrated India Gauze under Vests	4½	
Silk and Wool Pants	6	„ 8
India Gauze Pants	7	„ 8
Grey Merino Pants	6	„ 8
Bathing Drawers Striped and Fancy Cotton	2½	

BADHAM'S SHIRTS

SHIRT DEPARTMENT.	Rs. as.
Fine Longcloth Shirts per doz	45 0
White Zephyr Shirts, per doz. 55, 60, ...	65 0
Do. Dress Do.	75 0
Pure Silk and Wool Shrunk, each	10 0
Do. all Wool „	10 0
Do. Cashmere „	10 8
Spun Silk Shirts „	12 8
French Printed Shirts per dozen	70 0
Spun Silk Sleeping Suits each	25 0
Cashmere Do. „	20 0
Silk and Wool Do. (indispensable)	20 0
Prince of Wales Do. „	18 0
THE PRINCE OF WALES'S Colored Shirts, a new Material highly recommended to those who cannot wear Flannel and require an absorbing Material, each	8 8

BADHAM'S THREE-FOLD COLLARS

COLLAR DEPARTMENT.		Rs. as.
The Pall Mall	per dozen	7 0
do.	with Tie „	7 0
The Belgian	„	7 8
do.	with Tie „	7 8
The Shakspeare	„	7 8
do.	with Tie „	7 8
The Regent	„	7 0
The Indian	„	7 0
The Improved West End	„	7 0

BADHAM'S SCARFS, TIES, &c.

FANCY DEPARTMENT.	Rs. as.
The Duke of Edinburgh Scarf	3 8
The Rotten Row Scarf	3 8
The Bond Street do.	3 8
The Bond Street Washing Scarf	1
The Windsor Scarf for Sailor's Knot, Gauze Silk, Satin, &c., ... Rs. 2-8 to	4 0
An immense Assortment of all kinds of Scarfs and Ties	
Guyot's Improved French Braces	2 8
India Rubber with Buck Skin Ends	5 0
The United Service Brace	3 0
Bridle Leather Belts	3 0

LINEN DEPARTMENT.	Rs.	Rs.
Damask Napkins of all sizes		
Damak Table Cloths, to dine four to twenty persons...		
Gentlemen's Cambric Handkerchiefs ready for use per dozen		12-8 to 25
Gentlemen's Handkerchiefs, Colored Borders		16-8
Gentlemen's French Cambric, with Photographs		32-8

JEWELLERY DEPARTMENT.	Rs.	Rs.
Gold Solitaires Plain .....

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

MONDAY AFTERNOON.

Market flat owing to over-speculation by brokers.

BOMBAY BILL AND STOCK LIST.

BANKS.

Subscribed Capital.	Nom. of sh.	Paid up.	Last dividend.	Names.	Rate per Share.
		Rs.	p. a.		
1,000,000	100	all	5 p.ct.	Agra Bank	126
3,140,000	1,000	all	5 p.ct.	Bank of Bengal	1675
2,000,000	500	all	5 p.ct.	Ditto of Bombay New	552½
3,750,000	1,000	all	7½ p.c.	Ditto of Madras	1550
750,000	250	all	6 p. c.	Chartered Mercantile Bk. of L. & China	300
700,000	200	all	6 do.	Chartered Bk. of L. & C.	200
2,000,000	500	250	8 do.	Delhi and London	200 [div.
4,000,000	250	125	8 do.	National Bank of India	130 ex-
500,000	250	all	12 do.	Oriental Bank	412½

SHIPPING COMPANIES.

500,000	5,000	5,500	1,300	Bombay Ship Co.	1150—1160

LAND COMPANY.

				Cash.	Time.
1,180,000	3,000	all	Rs. 80	Colaba Land Co.	1220—1235 1,295
1,080,000	1,000	all	Rs. 30	Elph'st'ne Land.	810 830
2,080,000	1,000	600	11-14	Do. New	435—438
2,080,000	1,000	1,000	Nil	Fazer Land	77
100,000	5,000	4,100	Nil	Mazagon Land	780
...	2,000	1,300	Nil	Port Canning	315— 320

SPINNING AND WEAVING COMPANIES.

...	2,000	1,700	50	Albert Mills Co.	875 [div.
125,000	2,500	all	80	Alliance Spinning	1550 ex
30,000	2,000	all	...	Arkwright	400
500,000	5,500	all	...	Bombay	2800
100,000	1,000	1,000	10 p.c.	Bombay United	1795
...	500	500	12 p.c.	Bronch Mills	265
140,000	5,000	all	...	Coorla Spinning	1875
150,000	2,000	2,000	300	Great Eastern	1400
250,000	1,000	all	135	Manockji Petit's	660
200,000	2,500	all	...	Oriental	1050
150,000	2,500	2,300	...	Royal	1400

PRESS COMPANIES.

40,000	2,000	1,100	200ps.	Albert Co. Kurrachee	850
275,000	3,000	850	300do.	Alexandra Press Co.	800
187,500	12,000	11,000	1750ps.	Apollo Press Co.	10,000
80,000	2,000	2,000	400do.	Bombay Press Co.	2,075
...	500	500	100do.	Do. New	500
...	1,880	1,880	100do.	Colaba Press Co.	11,200
70,000	2,000	2,000		East India Press Co	1100
937,500	8,500	8,500	1000ps	Fort Press Co.	9800
150,000	2,000	1,800	100ps	Framji Cowasji Press	1110
200,000	6,000	4,000	625 ps	Hydraulic Press Co.	3800
20,000	5,000	2,000	...	Kurrachee Press Co.	800
300,000	1,000	500	...	Mofus. Press & G. Co.	180—185
750,000	2,500	2,500	490 ps	Prince of Wales Press	2450
40,000	2,000	750	...	Victoria Press, Madras	950

RAILWAY COMPANIES.

...	£20	218.3.0	5 p.c.	G. I. P. Railway Consolidated Stock	227
...	£20	196.8.8	do.	Do. New £20 shares	198
...	£100	1,000	do.	B. B. & C. I. Railway Co.	1120
...	£15	196.3.1	do.	Do. New Shares	Par.

BANKS IN LIQUIDATION.

		Date of L'dation.			
1,045,000	500	...	Jan. '66	Bank of Bombay	110—112
800,000	25	18	...	Do. China	3—3½
2,000,000	200	100	May '67	Do. Guzerat	90
1,000,000	150	75	Aug. '67	B'bay Pr'dency B'k.	26
2,000,000	200	35	Sept. '67	,, Trdg & B'nkg	20
2,000,000	200	40	Sept. '67	,, Brokers' Bank	75
1,000,000	250	...	Mar. '68	Central Bank	6
500,000	200	10	Feb. '67	Indian Peninsula	6
...	200	63	May '67	Royal Bank	13
1,200,000	130	66	Apr. '67	Old Financial	6½

COMPANIES IN LIQUIDATION.

1,000,000	5,200	1,750	Nov. '68	Back Bay Co.	380
800,000	3,500	2,200	...	B'bay & Bengal S. S.	400
...	3,500	2,111	...	Iron Shipping	10
...	all	...	...	Victoria Spinning	2000
280,000	all	350	300	Bombay Coast	160—170

EXCHANGE.

On	Terms.	Rate.
London Banks	6 months' sight	2s. 0 5/16d. to 2s. 0¼d.
Do. Credits	6 Do. do.	2s. 0 7/16d.
Do. Documents	6 Do. do.	2s. 0¼d. to 2s. 0 9/16d.
Calcutta	At sight	99½
Do.	60 Do. do.	98½
Madras	30 Do. do.	99
China	60 Do. do.	217 to 218

GOVERNMENT SECURITIES.

Five-and-a-half per cent.	112 to 112½
Five per cent.	108½
Four per cent.	93½ nl.
Five per cent. (Public Works Loan)	105
Five per cent. Debenture Loan 1866-67	103½
15 years' Debenture Loans	108½
10 years' do. do	107
5 years' do. do.	103½
Six per cent. Municipal Loan	99

BANK OF BOMBAY

Government Securities	8 per cent.
Mercantile Bills	10 per cent.

PRICES OF BULLION, &c.

Sovereigns each	Rs.	10-6
Bank of England Notes	,,	10-4
Carolus	,,	290
Mexican Dollars	,,	220
Five-Franc Pieces	,,	223
Bar Silver	,,	106-10
Gold Leaf	,,	15-1
Bar Gold 10 oz. English	,,	16-9-0
Australian Gold	,,	16-9-0

CALCUTTA—7TH APRIL 1869.

Government Securities.—Some small amounts of 4 per cents. found buyers at Rs. 6-14 and 7-0 discounts. 5 per cents. of 1856-57 were bought for investors at Rs. 8-0 premium.

National Bank shares were purchased, for orders, at Rs. 129 and 129½, exclusive of the dividend.

A good number of Punjab Bank shares sold at Rs. 77½, exclusive of the dividend.

Port Canning Land Investment, &c., Co.—In the forenoon shares sold at Rs. 290.

Durrung Tea Co.'s shares sold at Rs. 25.—*Englishman.*

CHINA.

Hongkong, 22nd March, 1869.

OPIUM.—Patna, New		$ 647½
Old		638½
Benares, New		622½
Old		640
Malwa		725
Persian		610
COTTON.—Bombay		17½ at 23
Calcutta		16 at 21
Shanghai		...
EXCHANGE.		
Bank, 6 months' sight		4/5½
Credits, 6		4/6
On Calcutta, 3 days' sight	Rs.	222
,, Bombay, 3 days' sight	Rs.	223
,, Shanghie, 3 days' sight	Bank Tls.	74½
Bar Silver, 17 dwts. B.		10
Specie		6/ at 7/
Mexicans		3 at ...
Gold Leaf		23. 60 at 75
Gold Bar, 98 touch		23. 50 at 70
English Sovereigns		4. 62
Australian Sovereigns		4. 62
Discount		9 at 10

MILITARY.

ARRIVALS.—APRIL 12.

Cruickshank, Lieutenant, Royal Engineers, on leave, from Kulladghee.
Stewart, Surgeon, Bengal Medical Service, on leave, from Lahore.
Brown, Surgeon Major, 4th Regiment N. I., on sick leave, from Poona.
Vallance, Assistant Surgeon, 2nd Dragoon Guards, on leave, from Mhow.
Nasmyth, Lieutenant Colonel, Royal Engineers, on leave, from—Sheppard, Major, 2nd Grenadiers, on leave, from Sattara.
Thring, Deputy Inspector General of Hospitals, Sangor, on sick leave, from Sangor.
Cruickshank, Lieutenant, Royal Engineers, on leave, from Surat.

DEPARTURES.—APRIL 12.

Warden, Major, Brigade Major, on leave, to Poona.
Purvis, Captain, Royal Artillery, on leave, to Neilgherry.
Bolton, Lieutenant Colonel, Assistant Quarter Master General, on leave, to Bangalore.
Sheppard, Major, 2nd Grenadiers, on leave, to Baroda.
Cullinan, Assistant Surgeon, 1st Regiment M. N. I., to join, to Kamptee.
Pearse, Captain, 76th Regiment, to join, to Burmah.
Angelo, Captain, Staff, on leave, to Mhow.
McCullum, Quarter-master, Royal Artillery, on leave, from Ahmedabad.
Annesley, Lieutenant Colonel, Pension Pay Master, on duty, to Alibaugh.
Cruickshank, Lieutenant, Royal Engineers, to join, to Surat.

GARRISON ORDERS.

Bombay, 12th April, 1869.

Major T. S. Warden, Brigade Major, has obtained leave of absence (garrison leave,) from 12th to 14th instant, both days inclusive.

Lieutenant H. Sheil, Royal Artillery, has obtained leave of absence for sixty days from the date of departure (sanctioned by His Excellency the Commander-in-Chief.)

SHIPPING.

DAILY FREIGHT REPORT—12TH APRIL.

London	Cotton	£1 15s. 0d. to £2-0-0 per ton.	
	Seeds	£1 0s. 0d. Nominal.	,,
Liverpool	Cotton	£1 10s. 0d. to £2 0s. 0d.	,,
	Seeds	£1 0s. 0d. Nominal.	,,
Overland	Cotton	£7 0s. 0d. to £7 5s. p. 40 c. ft.	
China	Sailing vessel Cotton	Nominal.	
	Steamer do.	Rs. 8 to 10 per bale.	
	,, Opium	Rs. 20 to 25 per chest	
Calcutta	Salt	Rs. 4 to 5 per ton	
Mauritius	Grain	12 annas per bag.	

ARRIVALS.

April	Vessel.	Commander.	From.
12	Prince of Alfred	Thirkell	London, Dec. 1.
	Morning Star	Nacoda	Calicut, Feb. 25.
	Phlox (s)	Goa, April. 9.	
	Nussered Musith	Nacoda	Cochin, March 14.
	Emeu (s)	Barlow	Hongkong, March 23.
	Amaha	Ballard	Liverpool, Oct. 11.

DEPARTURES.

April	Vessel.	Commander.	Destination.
12	Lina	Opdall	Havre.
	Kate Gregory	Lorenzen	Moulmein.
	Moyo	Moyo	Singapore.
	City of Brussels	Auld	Havre.
	Mahratta (s)	Scott	Kurrachee.
	General Havelock (s)	Robinson	Goa.

The following vessels obtained their port clearances yesterday:—
Brig Eagle, Nacoda, to Alipoy and Kerakaro.
Ship Turkish Empire, Barkhay, to Cochin.
Ship Hilda, Diedicks, to Kurrachee.

The following vessels began to load yesterday:—
Steamer Phlox, to Malabar Coast and Goa.
Ship Quorn, to Liverpool.
Ship John and Mary, to Mauritius.
Nusse Bay, Zanzibar, and Penang.

COLABA OBSERVATORY.

RESULTS OF METEOROLOGICAL OBSERVATIONS made at the Government Observatory, Colaba—lat. 18° 53' 30" N., long. 4h. 51m. 16s. E. Height of Barometer above the Sea=37 feet.

Mean daily values derived from 24 hourly observations on April 10.

Barometer, corrected to 32 deg. Fah	29·755 inches.
Temperature of the Air	82·0 ,,
Wet Bulb Thermometer	77·2 ,,
Dew Point	75·6 ,,
Relative Humidity of Air	82·0 ,,
Extent of cloudy sky (the whole sky clouded=8)	1·2 ,,
Maximum temperature of air (read at 9-30 A.M.) on following day	87·4 ,,
Minimum do. do.	77·9 ,,
Gen. Direction of Wind	NW, NNW, NNE, NW, W, & E, SSW.
Movement in 24 hours	209 miles.

NOW READY, SECOND EDITION OF
THE INDIAN TRAVELLERS' GUIDE
FOR APRIL.

PRICE—EIGHT ANNAS.

CONTAINING the latest alterations in the time of running of the Trains on the various Lines of Railway, in addition to a large amount of interesting and useful information.

CONTENTS.

New Map of India.
Index to Railway Stations.
Index to Places by Steamer and Dak
Introduction.
Railway Time Tables:—
Great Indian Peninsula Railway.
Bombay, Baroda, and Central India Railway
Jubbulpore Extension Railway.
Scinde Railway.
Punjaub Railway.
East Indian Railway.
Eastern Bengal Railway
Calcutta and South Eastern Railway
Great Southern of India Railway.
Indian Branch Railway.
Delhi Railway.
Umballa Section of ditto.
Madras Railway.
Steam Navigation Companies:—
P. & O. Co.
Bombay and Bengal S. S. Co.
Messageries Imperiales.
Austrian Lloyds.
Euphrates and Tigris Steam Navigation Company.
British India Steam Navigation Company.
Bombay Coast and River Steam Navigation Company.
China Steamers.
Indus Steam Flotilla.
Punjaub Steam Flotilla.
Irrawady Flotilla.
India General Steam Navigation Company
Dak Companies:—
Agra and Nassick Mail Carts.
Bombay and Central India Transit Agency
North Western Dak Company.
Inland Transit Company.
Purneah and Darjeeling Transit Company.
David's Horse Carriage Dak.
Delhi and Umritsar Dak.
Punjaub and North Western Company.
Commercial Transport Association Company.
Authorized rates of Carriage in the Punjaub.
Victoria Horse Dak.
Oudh Horse Dak Company.
Routes by Steamers.
Routes in the Bombay Presidency, &c.
Routes in the Central Provinces.
List of Travellers' Bungalows along the Trunk Roads of Western India.

May be had at all Railway Stations and of the following

AGENTS:

Bombay and Poona:—Messrs. Chesson and Woodhall
Bombay:—Messrs. Thacker, Vining & Co.
Poona:—Messrs. Treacher & Co.
Alexandria:—Messrs D. Robertson and Co.
London:—Mr. G Street, 30, Cornhill.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTHS.

BYTHELL—April 12th, Malabar Hill, the wife of J. K. Bythell, Esq., of a son.
GOSLIN—March 6th, at Poona, the wife of C. W. Goslin, Esq., prematurely, of a son.

MARRIAGE.

CLARKE-JERVOISE—CRUICKSHANK—April 12th, at Christ Church, Byculla, by the Rev. C. T. Wilson, Alan A. Clarke-Jervoise, Bombay Civil Service, to Helen Jane, daughter of the late Major J. J. F. Cruickshank, of the Bombay Engineers.—No cards.

DEATHS.

HAY—April 12th, at Malabar Hill, the beloved wife of Andrew Hay, Esq.
MOSCROP—March 12th, at Shanghai, of typhus fever, Henry, aged 28, eldest son of the late Henry Moscrop, Esq., Surgeon H. E. I. C. S.

MADRAS

MARRIAGE.

O'RORKE—NORTON—April 6th, at the Cathedral, Madras, by the Rev. J. Gorton, Marcus W. O'Rorke, Esq., 90th Rifles, son of the late Rev. J. O'Rorke, Rector of Toxford Co., Mayo, and of Mogliough House Co., Galway, to Mary Townshend, youngest daughter of J. S. Norton, Esq., of Bayswater, London.

The Bombay Gazette

TUESDAY, APRIL 13, 1869.

THE Directors of the Bank of Bengal, at their meeting on Thursday last, raised their rates of interest and discount one per cent all round. The announcement of such a movement, as a rule, has little interest for us, unless indeed the difference between the rates current in Calcutta and here may threaten our reserves. We pursue too calmly the even tenor of our way, the "Friend of India" alleged last year, asking us at the same time to mark with admiration the sleuth-like intelligence with which Mr. Dickson followed the vagaries of the money market, now attracting an increased business by lowering the charges for accommodation, and anon directing into other channels by a well timed use the flood of paper which was likely to prove too much for his resources. The "Friend" perhaps understands Calcutta, but with no local knowledge or experience it cannot be expected to appreciate our position.

Now, however, the advance in the Bank of Bengal's rate not only surprises us, but it affects the public generally, and must, we fear, prejudice Government materially. Its present action, therefore, is of national importance.

The last balance sheet report of the Bank of Bengal elicited some kindly-administered and well-deserved criticisms from a portion of the Calcutta press. It is an omen of good when the press vigilantly follows the administration of the quasi-Government banking institutions of this country, and we feel that no apology on our part is necessary in noticing the present conduct and management of the Bank of Bengal.

It is necessary to take a somewhat retrospective view to form a just opinion of the management which has led to present results. We find, on the 27th October, that the investments of the Bank of Bengal amounted to Rs. 3,90,00,000 in round numbers, omitting "Balances with other Banks and "Sundries," and that Rs. 93,30,000 of these assets consisted of Government securities. In other words the Bank of Bengal had put nearly one-half of its capital in Government Securities, because we must presume, there was not a sufficient legitimate banking field for their employment otherwise In the preceding August the Directors of the Bank of Bengal had twitted the New Bank of Bombay with their small capital, on the principle, perhaps, that having lost their own tail they wished our Presidency Bank to follow their example, though we fail to see the policy of calling up a capital so large that the Directors are obliged to keep one-half of it continuously invested in Government Securities for the purpose of making some interest. On the 17th November we find the Government Securities reduced to Rs. 35,92,000. We are told that this large reduction was principally effected by a transfer to the Paper Currency Department. Doubtless Mr. Dickson was in a position to force his own terms upon Government, but we hold that it was improper in the Department to make all its investments in one Presidency when the Reserves of every Circle were being dealt with, and no one, we apprehend, will justify the action of Government in making this large investment through the medium of one Presidency Bank and by a private arrangement. Necessity, however, we know, has no law; and despite this belief, the cash balances of the Bank of Bengal on the 17th November were only about 12 lacs higher than they were on the 27th October, and the Directors were forced to raise their rates one per cent all round. On the 10th December another turn of the screw was applied, though, if we read the accounts correctly, an injustice was thereby done to the mercantile community, as their engagements had been lessened, though the Government requirements had led to a considerable increase under the heading "Accounts of Credit in Government Securities.' Perhaps, too, in this, an unfair advantage was taken of the Government, which; we have just shown, had by a piece of favouritism eased the Bank's finances, when at least it was exceedingly convenient to convert Securities into cash without throwing them on the market. On the 29th December the Government Securities held by the Bank of Bengal stood at Rs. 32,26,000, their lowest point. On the 7th January the rates of interest were reduced one per cent., and the investments in Government Paper were increased by Rs. 3,73,000. From that time to the date of their last Report these investments have been steadily increased till they now stand at Rs. 89,30,000; and our Correspondent tells us that it was given out by the Bank of Bengal, while purchasing these Securities, that Fours would go up to par. They did touch 96, but any attempt to force a market contrary to its national tendency must end disastrously, and Fours are now something like 92. The Bank of Bengal's sale to the Currency Department, *by command*, may have been on such favourable terms as to warrant the payment of even higher prices than it gave when re-investing; but in the interests of its shareholders it was bound to do the best it could, and that end could hardly have been promoted by announcing that Fours must touch par. But we are led to make these remarks, not so much in the interests of the shareholders, for they must look after their own interest, as from a belief that the Bank of Bengal has been influenced by an erroneous policy of a most dange ous type which we desire to expose. The Bank of Bengal may be highly favoured by the Government of India, or rather we should say by those whose duty it is to administer the Financia Department of the Government of India; but we shall not allow its means to be prostituted in the support of schemes by those financial advisers without at least entering our protest.

No one connected with monetary circles could have expected Sir Richard Temple to deliver his Budget without announcing a loan. The "Friend's" *surplus* was always regarded as a good-natured attempt to help Sir Richard, for the very simple reason that Mr. Massey had said that under certain contingencies the Government must borrow largely, and those contingencies had taken place. The feeling that Government must borrow, added to the high rates for accommodation charged by the Presidency Banks, naturally depressed the value of Government Securities, until the operations of the Bank of Bengal affected it. Now the question we have to ask is—Were those operations entered into for the purpose of rigging the market and enabling Sir Richard Temple to place his loan on favourable terms? It is a question pregnant with the fate of the Bank of Bengal, for though Government Securities may not be Back Bay shares, we fearlessly assert that the principle which actuated the Bank of Bengal Directors in their purchases, if our interpretation be a correct one, was as faulty, if not as dangerous, as that which induced the Directors of the Old Bank of Bombay to lend on inconvertible Securities. If our interpretation of their conduct be an erroneous one, the Directors have simply proved themselves incompetent, because they have failed in their duty to the shareholders by investing at a most inopportune moment; and they have failed in their duty to the public and to Government, by investing so largely, that they have been compelled to disturb the money market by raising their rates at a time when it was of national importance that the wheels of Finance should move smoother. We cannot do the Bank of Bengal Directors the injustice to argue that they were not aware Government must borrow, for are not some of them the financial advisers of Government? Knowing, then, that a loan was imminent, how can they reconcile their duty to the shareholders with their act in purchasing largely at a high premium in the interests of Government? True, their sins seem to have been visited on their own heads. They have fallen short of success, they have been forced to raise their rates of interest just as the time had arrived for sending in tenders for the new loan; and we fear their policy threatens the character of Sir Richard Temple as a financier, unless, indeed, he shall have taken heed to our small warning voice and not been led astray by his own prophets, who prophesied nothing but good.

It is one thing to give Government every legitimate help; it is quite another to attempt to "bull" a market for the purpose of aiding a Government loan. We see the Bank of France has explained under what circumstances it invested 1,697,352 francs in the purchase of *Rentes*. We wonder if the Directors of the Bank of Bengal will be equally communicative. If they are not, we recommend the shareholders to put the question and to insist on an answer. The Bank of France made its purchase after the national loan had been entirely issued.

We have already written regarding the loan, and we would say one word more, now that it cannot affect tenders or impede the objects of Government. We think Sir Richard Temple has made a grievous mistake in not declaring his minimum. We have before alluded to the Victoria loan offered on the London market. It has proved a complete failure, though introduced by the best Bank in London. In noticing it the "Economist" remarks:—"The eagerness which has been displayed of "late in subscribing to loans with inferior secu-"rity no doubt led the borrowers to hope that "by not announcing the official minimum they "could obtain higher tenders. They ought to "have had enough experience in this kind of "business to know the necessity of applying "so simple a check to purely speculative appli-"cations, at least when there is no occasion "tacitly to invite the co-operation of the class "referred to."

We commend those sentiments to the study of Sir Richard Temple. In Indian finance everything should be done in the most straightforward and honest manner; and India, under such circumstances in an easy market, is certain to borrow on favourable terms; but it is absurd to expect that she can raise a 4 per cent. loan at par, when Victoria in London fails to obtain a sum of two millions at 5 per cent. though required to make a railway. We may add that the wording of Sir Richard Temple's loan notification is not creditable. It provides for interest in anticipation being paid in the two last instalments, but it says nothing whatever regarding interest on the first payment, though that amounts to a moiety of the whole! Surely the Financial Department ought to have been able to send forth to the world a more business-like, if not a more statesman-like, production.

THE Commissioners appointed to report on the Bhore Ghaut Railway Accident fairly deserve the thanks offered them by Government for "their "careful and patient investigation"; and the recommendations made in their report are probably sufficient to insure the future safe working of the Incline. The precautions of substituting a European for a Native fireman on the engine, of supplying every passenger carriage with brakes, of having more efficient sand-boxes than those now in use fitted to the engines and brake-vans, and finally of closing the "trap" now left open for trains by doing away with the Reversing Station, ought to secure us, we had almost said, against the possibility of the occurrence of any serious accident hereafter. But it must not be forgotten that the immediate cause of the recent accident was the neglect of the men in charge of the train; and that, whatever improved means of stopping trains may be introduced, we can have no guarantee that the men employed will always be so thoroughly watchful and self-possessed as to be able to make use of them. It is therefore, a mistake, we think, for the Commissioners to suppose that they can possibly take excessive precautions against future anecdotes, and to report against the introduction of a central rail on the Ghaut Inclines, because they are of opinion that the gradients may be "safely and economically "worked on the ordinary plan." In a country like India, where the best human agency that can be obtained for working the railways is necessarily much weaker and more uncertain than in England—the natural home of railways and mechanics—it is obvious that the brake power to be used in checking or pulling up a train when it is going at a perilous speed cannot be too strong or too simple. Now, there can be no question that Fell's system supplies the most powerful brake that could possibly be invented. When the engine has once firmly gripped the central rail, the train can only continue its progress by dragging the whole permanent way out of the solid earth in which it is embedded; and not only is the strength of the brake overwhelming, but its application is so easy that the danger of men who had to work it losing their confidence in critical moments is reduced to a *minimum*. Why, then, do the Commissioners and the Government report that "the introduction of a central "rail does not seem to be called for in "the case of these Ghauts"? One member of the Commission suggested, during the examination of the Agent for the Railway, that perhaps sufficient time had not been given for the thorough understanding of the working of Fell's system; but Mr. Knox replied, "It has been worked for thirty years, "and I have seen it on colliery lines I have been "working." We know, too, that before the Mont Cenis line was laid down Mr. Fell practised his system for several months in one of the Derbyshire collieries, and that all the engineers who became acquainted with the experiments pronounced them to be thoroughly successful. Again, there can be no objection on the ground of the cost of applying Fell's system to the steepest portions of the Ghaut Inclines. Mr. Knox would only introduce the central rail "on "the 1 in 37, here and there," on the Bhore Ghaut, and he says that that would not require the passengers to change carriages, as he "would merely attach it to one "or two of the brakes." In answer to the question, "And you could do that without much "additional cost?" He replies: "I fully ex-"pect so from what I see of the gearing of them. "I should say it could be done very cheaply." The invention, then, has the advantages of being safe and cheap; and Mr. Knox and Mr. Russel Aitken both point out that with the central rail trains might travel up and down the Ghaut Inclines at a greater speed than is now deemed prudent. The Commissioners seem to think that there is no necessity for the trains to go any faster than they do at present; but greater speed is equivalent to the carriage of a greater quantity of goods, and as the Agent warns us that, when the through lines to Calcutta and Madras are completed, the traffic will be developed to such an extent as perhaps to render the construction of a third line necessary, any improvement that will make the working of the Ghauts easier would probably in the end save money to the Company and ought to be adopted without delay. Mr. Knox expressly says—"With "Fell's principle we should be able to work over "the Thull Ghaut Incline at fifteen or twenty "miles an hour easily, and the present speed is "annoying in the extreme;" and, with these arguments in favour of the adoption of the central rail before them, the public cannot but feel disappointment at the want of foresight shown by the Commissioners and the Government in their refusal to recommend the introduction of Fell's system on either of the Ghauts.

MR. WOOD'S Committee have made their report, and the formidable array of printed documents vindicates the statement we made last Wednesday that the unbusiness-like course adopted on the preceding Monday would have "no other result than that of confusing the simplicity of the question at issue, or of wasting time." *Now* we may add that, unless the Bench sticks to the subject more closely than is usual with them, *both* results will be secured—the question will be confused, and time will be wasted. How can it be otherwise? In the letter to the Chairman, the Committee, acting on a strange misconception of the Government letter, say they have to mark out *in detail* the scope of the inquiry, whereas the Government only asked for a clear expression denoting the "extent" not the detail included in it; and, following up their error the Committee undertake the Herculean task of describing scope and details "in terms which shall be inclusive and complete." In order, to accomplish their design they are compelled to draft a letter to the Government, to explain that letter in another to the Chairman, and to tack on to both a string of cumbrous Appendices. Moreover, they say that they unite in the conviction that "the Inquiry desired ought to be such as would cover and terminate *every disputed question of fact* connected with the past history and present position of the Corporation." But these are very ambitious gentlemen! Government will shudder or explode in Homeric laughter when they learn that nothing, in the opinion of this exacting committee, will satisfy the Justices except a perfectly accurate and indisputable—a really inspired—History of Bombay. There you have, with a vengeance, a clear expression of the extent of the proposed investigation! Surely the project is suited only to the altitudes of some Historical Society composed of learned men having plenty of leisure, and not to the mundane sphere of a hard-working Government. The proposed letter to His Excellency the Governor in Council is more business-like, and the first four paragraphs are not inappropriate, but the fifth and sixth are surely not admissible, for one actually tells the projected Commission *how* it is to work, and the sixth raises the exotic and confusing questions, which we foresaw would be raised—known as the claims of the Municipality upon the State. The seventh is provocative of discussion on the wide theme—are Municipalities good for anything in India? It will be seen from this brief description that the draft letter now produced will have to be debated on Wednesday, and that the debate will range over far wider ground than that sketched out in the draft of the Finance Committee. Mr. Wood has tried to get behind the North Wind, where all is calm, and has, instead, steered the Municipal cause into a cyclone of talk. The best illustration of the enormous scope over which he would have the Commission travel is the formidable Appendix D. Here following many good suggestions put forward, not for the first time, we find a string of items which belong to another subject altogether—to that grand debateable ground where the Municipality comes in contact with the State; items which have nothing to do with the administration, which would exist even if the administration were and had always been perfect; but items dealing with magnificent ideas and attractive to the "inclusive and complete" school, the minds who want to "terminate every disputed question of fact" by some "exhaustive" inquest. With great respect for the author of this stupendous programme, we are bound to say that nothing could do more harm to the Municipality than a solemn proposal that Government should commence a limitless inquiry which it would see at a glance is out of place and impracticable. Let us hope that the Bench will be more prudent and will clearly say that they want an inquiry into the condition of the Municipality, in order to ascertain how they stand, why there are chronic deficits, and how they may be avoided. Appendix B, at once precise and comprehensive, would serve as the basis of an answer, with the exception of the last line. Instead of "Constitution of the Bench to be representative as far as possible"—which is an assertion—we would read it "should the constitution of the Bench be representative as far as possible." In any case, we trust the Bench will not follow the lead of Mr. Wood's Will o' the Whisp into wastes and quagmires apart from the business of the day.

WE hope it is true—as the "Madras Times" asserts—that "the Secretary of State for India has written to the Supreme Government declaring emphatically that the Bombay Branch of the Bengal Bank *must be* withdrawn from that presidency, even if it is necessary to resort to legislation to accomplish the withdrawal."

WE regret to learn from the "Deccan Herald" that Colonel Robert Palmer Warden, second in command, 24th Regiment N. I., and late Director Land Transport Corps, Abyssinian Field Force, died at Poona on Sunday evening. The funeral was to take place at a quarter before 6 P.M. yesterday at the burial-ground, the procession leaving Major Graham's quarters, Bund Road, at half-past 4 P.M.

CAPTAIN H. M. DUCAT, Royal (Bombay) Engineers, has obtained furlough to Europe for two years, on medical certificate.

LIEUTENANT J. B. LAWRENCE, of the Bombay Staff Corps, is allowed furlough to Europe for eighteen months, on medical certificate.

CAPTAIN A. FARRER, Assistant Commissioner, 2nd Class, Berar, has obtained furlough to Europe for two years, on medical certificate.

COLONEL H. W. HOLLAND, Commissary General, is allowed furlough to Europe for six months, from the date of embarkation in May next, under Rule 9th of the Furlough Regulations of 1868.

CONSEQUENT on the departure of Captain R. T. Clarke, Acting Assistant Commissary General 2nd class, on furlough to Europe, the following arrangements are ordered in the Commissariat Department, to have effect from the 20th March 1869:—Captain J. B. Fenwick, Acting Deputy Assistant Commissary General, 1st class, to be Acting Assistant Commissary General, 2nd class; Lieutenant G. E. Harris, Acting Deputy Assistant Commissary General, 2nd class, to be Acting Deputy Assistant Commissary General, 1st class; and Captain J. D. D. Bolton, Acting Sub-Assistant Commissary General, 1st class, to be Acting Deputy Commissary General, 2nd class.

WE are glad to welcome Mr. Dave Carson back to Bombay. Since he was last here he has been all over India—extending his visits to such remote corners as Peshawur. He saw the Ameer, by the way, and will no doubt have some funny things to tell us about him. We hope he is not responsible for any of the eccentric sayings attributed to Shere Ali—but everybody knows Dave is incorrigible. He has brought an entirely new company, which he assures us is far better than his old one. It is unnecessary to predict a successful season; he always has that in Bombay. There is no public entertainer known to India more popular than he.

VERY conflicting reports are circulating at present about the state of things at Cabul. Anarchy and oppression are the burden of some tales, but the correctness of the description is very doubtful. We have good reason to rely on the letters of our own correspondent, in regard to what passes at Cabul; and when we read in the one published to-day that peace and harmony prevail at the Afghan capital, we are inclined to believe that affairs are, comparatively speaking, satisfactory. At the very best we must look for some Oriental tyranny there, but we should be surprised to find that the state of matters at present is not infinitely better than it was under Mahomed Azim Khan. Mentioning the ex-Ameer we may add that he is now reported to be at Kokur, while his spirited nephew has taken a refuge in Beloochistan. They are in sad straits. The hold of Mahomed Azim's sons upon Southern Turkistan seems to have become still weaker, in consequence of the determination of the Meers and other Chiefs to maintain their independence. Only two men of power appear to support them—a Hindoo named Nanuk, and the Meer of Shihrghan, father-in-law of Abdool Rahman Khan. Troops are being enlisted in large numbers at Cabul, and other active preparations made for an early campaign. In a month or two we shall certainly hear of renewed fighting. It appears that the Ameer in passing through Peshawur arranged to marry the daughter of a late Wazeer who has long been betrothed to him, and that on his return to Cabul she will become his wife. But he will have serious subjects to occupy his attention during his honeymoon. Besides Turkistan, he has to think of Persia. It is very probable there will be a rupture soon between Afghanistan and Persia. The Shah if we mistake not claims a certain suzerainty, if not more, in regard to certain territory adjoining his frontier, and it looks as if he meant, during a visit he proposes to make to Meshed, to assert his right by summoning either the Governor of Ghorian or the Governor of Herat into his presence and by requiring the Ameer's officers to furnish him and his followers with all the supplies they need. The Governor of Ghorian has written to Cabul for instructions, and an answer has been sent, but its purport is unknown.

"WE are sure," says the "Englishman," "that not only his numerous friends, but the general public of Calcutta, will be glad to learn that a telegram has been received in town stating that Mr. George Dickson, of the Bank of Bengal, arrived in London on Tuesday morning last (6th April) in good health." Mr. Dickson, it will be remembered, went home by the Cape.

WE observe that Captain Forbes, the English officer to whose conduct in Rewah the recent scandals were due, has been forbidden by the Government of India to enter that State. The "Friend" states nothing is to be done in the further settlement of the difficulties caused by that officer until the return of Colonel Meade at the end of the year.

"WE are glad to hear from Calcutta," says the "Madras Times," "that there is every prospect of the half anna postal rate being conceded to newspapers in India. The Director General has, we understand, been convinced that the English press in India has good a right to the concession as the Native press."

WE observe that a ball was to be given at the Banqueting Hall, Madras, last Wednesday evening, by H. H. the Maharajah of Vejeanagur. If His Highness and his wife or wives are fond of dancing, the ball is a very proper thing; but if he merely thinks it a pretty n

UMBALLA.

(FROM OUR OWN CORRESPONDENT.)

7TH APRIL.

IN continuation of my letter of yesterday I now proceed to finish the account of my visit to the Ameer.

Whilst I was talking to him he was sitting for his portrait in oils, the artist being a Mr. Landseer, nephew of Sir Edwin Landseer. Nothing could exceed the interest taken by the Ameer in the progress of the work. Every two minutes he jumped up and went to the easel to see how Mr. Landseer was getting on. At length, with a view to keeping him quiet, Mr. Landseer produced a portfolio of chalk drawings of scenes in the Himalayas. These struck his fancy very much, and at the sight of several he exclaimed in tones of great admiration, "Werry good, Werry good, shahbash, shahbash." Even these drawings, however, failed to keep the Ameer quiet, and he had frequently recourse to pinches of snuff to dispel the fidgettiness by which he was impressed. In the midst of the sitting an attendant brought in a wide awake, which the Ameer put on his head with the most amusing complacency. I am told that he has carried his admiration of British or rather Anglo-Indian head dresses to such an extent, that he has ordered several solah topies or sun hats. At length a tray of tea-cups full of tea, apparently Russian caravan tea without milk, was brought in. This beverage would have been excellent had it not been most inordinately sweetened.

Tea over, permission to depart was asked in the usual formula, and with a cordial shake of the hand from the Ameer I took leave of this certainly remarkable man. My impression of him was decidedly favourable. There is a soldier-like frankness never degenerating into roughness, and an amount of bonhommie tempered by a sense of his dignity which are very pleasing. The Ameer seems to have thoroughly enjoyed his visit, and I doubt whether he has ever been so happy before in all his life. His shrewdness in all matters is remarkable, especially in military matters. Our manœuvres at the different field days he criticised in the most searching manner, and displayed considerable knowledge of tactics.

The 40th N. I., the last of the regiments brought here for the Durbar camp, left here by train for Agra at 7 A.M. The tents of the Commander-in-Chief's and Viceroy's camps have been nearly all struck and packed, and the plain, lately so studded with tents, now looks quite bare. It was full time that the camp should be broken up, for the heat has increased perceptibly during the last few days, and cholera is always to be dreaded when large bodies of men are collected at this time of the year.

I mentioned in one of my previous letters that a bearer of an officer of the Governor General's camp had been attacked by cholera, but did not succumb to the disease. I have since learnt from the best authority that a native, employed in the printing establishment of the Commander-in-Chief's camp, died at Kussowlie, on the 4th, of a disease strongly suspected to have been cholera. I have since been informed that cholera has broken out among the Artillery at Morar, and that several cases have also occurred at Lucknow. God grant that we may escape a visitation of the dread disease here. I am in great hopes that we shall, for every sanitary precaution has been taken. The sites of all the camps occupied during the Durbar have been ordered to be ploughed up, all filth is to be collected and burnt, and quicklime is to be thrown over all the latrine trenches, which are to be afterwards covered with fresh earth well rammed down.

The native Chiefs, except the Maharajah of Puttialah, have departed under the salutes to which they are entitled.

Captain Mitford, 14th Bengal Cavalry, is officiating at Meerut as Brigade Major, till Captain Heath, the successor of Captain Bates, gone home on sick leave, arrives to take up his appointment.

Colonel Seymour Blane left for England on Monday morning. He will come out to India again to join the suite of the Duke of Edinburgh. Sir Neville Chamberlain is, however, to be the chief lion-shower. By the way I am sorry to say that his brother, Major-General Crawford Chamberlain, had a bad attack of fever whilst here. He has, however, returned to Morar, and I, in common with a host of his friends, sincerely hope that the change of air may do him good.

Lieutenant Webb, with 32 convalescents from Mooltan, arrived here a few days ago for Kussowlie and left forty-eight hours later for their destination by bullock train. Some 102 convalescents from Allahabad and Oudh have arrived here *en route* to Kussowlie and will be sent on in a day or two, provided that no more cases of cholera occur at Kussowlie. Major-General Beatson has commenced his half yearly inspections of the regiments in garrison, and hitherto the result has been satisfactory. The little time which the vigorous old gentleman gives for preparation, and his energetic mode of proceeding, have rather shaken the nerves of some of the officers. He is, however, quite right, for if notice be given, the inspection being specially prepared for becomes a farce.

RAJCOTE.

[FROM OUR OWN CORRESPONDENT.]

8TH APRIL.

THE heat of the weather is increasing daily. The highest range of the thermometer in the shade at noon is generally 95 degrees, so that I may say we are commencing to experience a grilling temperature, which will shortly lead to a general exodus of all who can afford it to the favourite watering place of the province, Ballachary, where H. H. the Jam, in whose territories the place is, has erected a suitable bungalow for the accommodation of visitors.

The harbour works at Veeravul, upon which a sum of upwards of five lakhs have already been spent, have been suspended by the Joonaghur Ministry, in order, it would seem, to economize the resources of that State.

The new Kamdar of Gondul, Dhoolerai Rugoonathrai, is using every effort towards effecting reforms, but appears to be secretly opposed by the Bhaee Saheb, who, being entirely under the influence of a Brahmin family, known as the Duveys, is blind to her own interests. Members of this family were formerly in the employ of the State, but it was considered expedient to remove them, notwithstanding which, so long as they are permitted to reside at Gondul and influence the chief, or rather the Bhaee Saheb, the exertions of the ablest Kamdar to benefit the State must prove unsuccessful. The "masterly inactivity" policy, however, will come in the way of any interference by the Political Agent, unless the Government specially direct that officer to take action in the matter.

A former Political Agent of this province was induced some years ago when commenting on the affairs of a certain first Class chief to address him as follows:—"But is not your Highness aware that there is a power which rules Princes, up-sets Governments, and laughs at Political Agents? It is called *public opinion*; and if you continue to surround yourself with persons who are absolutely ignorant of passing events, to keep your country without courts of justice and without written laws, and to mould your administration by the traditions of the year 1808 —*public opinion* will crush you."

Since the date of the above, courts have been organized, and laws introduced in many States, but in several, especially those left under the entire control of Kamdars, the will of the Kamdar is law, and this will continue to exist so long as Government will not sanction the interference of political officers in the management of native States. I can (and perhaps may do so when at leisure) adduce numerous instances to show that justice is a rare commodity in native States, and this cannot be wondered at when the Chiefs, with a very small number of exceptions, do not personally administer their affairs, nor take any account of their stewardship from the Kamdars.

It is all maudlin sentimentality to say that the subjects of native States are far happier and more contented than those under direct British rule. The cry in this province by the mass of the population is—"What is the use of the Sirkar being here when they allow our Chiefs to oppress us, and where are we to seek for and obtain justice?" Let the Government of Bombay read, mark and inwardly digest this, and become alive to the real necessity there exists, both with a view to the welfare of the subjects and the interests of the Chiefs, for the supreme power in the province to interfere and check the oppressive propensities of the actual rulers of native States, and these are, for the most part, Kamdars and others associated with them, in most instances relations or caste people.

A chiel from Duckland, of the Zoroastrian fraternity, is among us taking notes with a view to writing a history of the province and describing its administration. This *literatus* intends, I hear, travelling the length and breadth of the country so as to render his forthcoming work complete. If he has not already done so, I would recommend the intending Kattyawar historian to sojourn for a time at Joonaghur, or at all events to spend the hot weather in the cool retreats of the Geer, and I am sure he would be able to collect sufficient interesting information to fill half a dozen volumes of quarto size.

I am told, and see no reason to doubt its accuracy, that H. H. the Jam has erected a hospital at Nowanuggur where the sick as well as insanes are lodged and fed, and this is undoubtedly a great boon

AFGHANISTAN.

(FROM OUR OWN CORRESPONDENT.)

12th March.—A letter received to-day from Meer Afzul Khan, Candaharee, Governor of Candahar, by the Cabul Governor, stated as follows:—"I have been informed by my officials that Sirdar Abdool Rahman Khan has reached Beloochistan, while Azim Khan was at Kokur. Both of them were suffering in the extreme for want of money with which to support themselves and the few men who accompany them. They had sent men to this city to request one or two wahajuns here to pay money due them, but, as might have been expected, the latter have denied their claims. Abdool Rahman Khan, who now resides at the house of a merchant at Kelati-Belooch, has sent his men to Nanuk the Hindoo, in Turkistan, with the request that he should advance a loan of fifty thousand tillahs to him. The men are now on their way to Balkh." Further news has been received this day from Turkistan to the effect that Nanuk, the Hindoo, has severely maltreated the merchants who pass the territory where he possesses power in Turkistan. He does not allow any kaffilah of merchandise to pass till one tillah per bale has been paid to him.

13th March.—Sirdar Mahomed Yakoob Khan, with Sirdars Mahomed Ismail Khan, Mahomed Aslum Khan, and General Faramooz Khan, rode up to the Chamun to-day to inspect the troops. Rain, however, began to fall heavily, and the Sirdar was obliged to return to the Balla Hissar. On his return a letter received through the Governor of Herat was handed to him by Mirza Habeeboollah Khan. It was from Sirdar Alum Khan, son of Sirdar Saeed Mahomed Khan, Governor of Ghorian (a Sirdar of the same name is the Ameer's Governor of Turkistan), and stated as follows:—"The Shah of Persia is about to go to Mushed to visit the shrine of the Emam, whose mausoleum is there situated. I have been in consequence desired by the Persian authorities to collect provisions for the troops and retainers of His Majesty who are to come with him. The Mushed Governor informs me that, when the Shah comes to that city from Teheran, either I or the Herat Governor shall be summoned to His Majesty's presence. The districts on the Ghorian frontier have been recently strengthened by me by the location of new troops, and the whole territory is in perfect peace." The Sirdar Sahib hereupon wrote autograph letters to Sirdar Mahomed Alum Khan and Sirdar Mahomed Ibraheem Khan, Governor of Herat, the contents of which were not made known.

14th March.—The following communication was received this day from Shah Murdan Khan, who is at Peshawur:—"You are already aware that the Ameer Sahib, when at Herat, made proposals to marry the daughter of the late Wazeer Nizamooddoulah, living at Peshawur. As the Ameer became subsequently entangled in difficulties the marriage was postponed, but the widow of the late Wazeer did not betroth her daughter to any one else, although proposals were made by Shahzadah Goolam Moolk (since dead). When the Ameer came to Peshawur the Wazeer's widow sent Rs. 200 to him as nazranah, which the latter was pleased to accept. A sum of Rs. 10,000 was then given to her by the command of the Ameer, and as soon as the Ameer returns to Peshawur all the family of the late Wazeer will be taken with him to Cabul, where the Wazeer's daughter will be united to the Ameer." Surfraz Khan Ghilzie, the chief who lately raised disturbances at Doab at the instigation of Surfraz Khan, son of the ex-Ameer Azim Khan, is now at Cabul, having been brought from Hissaruk by Sirdar Fatteh Mahomed Khan. His son's wives and the other members of the family, whom Sirdar Mahomed Aslum Khan brought as captives to Cabul from Kohistan, were all released from imprisonment this day on the recommendation of Sirdar Fatteh Mahomed Khan and by the orders of Sirdar Mahomed Yakoob Khan. Surfraz Khan will be of the greatest use to the Cabul Durbar, for he exercises great influence over the Ghilzie hill tribes.

15th March.—News was received from Turkistan to-day to the effect that, except as regards the Hindoo, Nanuk, the late Sahibkar of Sirdar Abdool Rahman Khan, and of Hakeem Khan, Meer of Shihrghan, father-in-law to the Sirdar, the party of the ex-Ameer has been considerably weakened. Sirdar Ishak Khan, with his General Mahomed Ally Khan, has fallen back to Mazari Shareef, and Tukhta Pool is but nominally held by him. The independence of the country has been quite established, the Chiefs and Meers of Tashkurghan, Akhcha, Koondooz, Chitrall, &c., are all strengthening their own positions, and no longer desirous of assisting the ex-Ameer's party—which they know would be useless so far as their own interests are concerned. It is believed that as soon as troops are despatched from Cabul to restore peace in Turkistan all matters will be put right, as there is no party in that province sufficiently powerful in itself to challenge the paramount power of Afghanistan. At Cabul Sirdar Mahomed Yakoob Khan has made up his mind again to enlist new troops for the approaching Turkistan campaign. The sipahees, or soldiers, who were made khana nisheens by orders of the Sirdar, are now being again enlisted, and even those gone home are called for. The task of subjugating an independent Turkistan is difficult indeed, even apart from the influence which Azim Khan's party exercises in its various districts.

BOKHARA NEWS.

16th March.—The following Bokhara news is recorded in merchants' letters from Turkistan:—"The Russian General at Samarkand has reported to the Emperor of Russia that the rebel prince, the heir-apparent to the crown of Bokhara, had been now perfectly humbled. His final defeat was in the neighbourhood of Shahrisabz, where the residents, wearing the green costume of the Jehadees, had flocked to his standard. The Bokhara auxiliaries joined the Russian troops in fighting against the prince. After, however, punishing the insurgents, the Russian troops returned to Samarkand. The Shah's son has sought refuge with the hill tribes. His troops have been completely routed and his cause is now perfectly hopeless. A party of Russians, comprising a dozen men, have recently left Tashkend for the Kizil Koum deserts to the north of Khojund, to explore those regions. The Meer of Kokund has been directed to open a road from Kokun to Kashgar to afford facility to the mercantile community to exchange the commodities of Eastern Turkistan for those of Little Bokhara. The Kirghis have recently proved troublesome, and to punish this tribe recruits have been called for from Orenburgh. The Russian manufactories at Tashkend and Indijan have taught the natives a great deal. Various new uses have been made of the wool of sheep and goats, which are numerous in the country, and the manufactories of those districts get high prices at Bokhara, Samarkand, &c. The late drought in Turkistan has considerably retarded the progress of agricultural produce, but the schemes for irrigation are slowly, but surely, bettering the state of things and increasing the wealth of the country. There are different sections of the wandering tribes of the Tartars, who have infested parts of the country in Northern Turkistan, and who cause still considerable embarrassment to the caravan trade."

CABUL NEWS (*continued*.)

17th March.—A communication was received today from the Jellalabad Governor by the Sirdar Sahib. It stated—"Having been informed by a letter from Peshawur from Shah Murdan Khan, that the Ameer Sahib was to reach that city by the 15th proximo, I have written Sirdar Sooltan Khan, son of Saadut Khan Mahmund, to send troops to the mouth of the Darah Khyber for the reception of the Ameer. I have also summoned Feroz Khan, Nowroz Khan, and other chiefs of the Khyber tribes to Jellalabad to receive him on his return from India in the same way as they did when he arrived from Cabul. Sowars have also been appointed at the various passes. I have not yet heard what the Durbar has decided as to the allowance (Rs. 40,000 per annum) to the Khyberees which, during his stay here, the Ameer Sahib intimated would be restored to them. Sirdar Yakoob Khan is a little indisposed." On the receipt of this letter Sirdar Yakoob Khan ordered Shah Ghasee Naeen Khan to proceed to Jellalabad at once to enquire after the health of Sirdar Ayoob Khan. With regard to the enquiry as to the allowance to the Khyberees, he ordered a reply to be written to Ahmud Khan Meer Akhor to the effect that nothing would be done in the matter till the return of the Ameer Sahib from Hindoostan.

18th March.—There was some talk to-day at Cabul to the effect that the Sirdar Sahib would go himself to Turkistan on the Ameer's return from India. He has shown the greatest energy in the organization of troops at Cabul. Every morning he goes to the parade grounds to inspect the troops; recruits are being enlisted by him; the sepoys who, at the close of the Ghiznee winter campaign, were ordered to proceed home on leave, are now returning, and stringent orders have been passed that they are to make no delay in at once joining their duties; arrears of pay are at times distributed, the Sirdar Sahib himself presiding at the distribution; clothing for the troops is in course of preparation; every morning the Sirdar, with General Faramooz Khan, goes to the Chamun to separate certain detachments of troops, and orders them to proceed either to Killah Kazee or Killah Hoshmund Khan, or to any Killah in the Cabul suburbs, to locate there and be prepared to depart to Balkh on the shortest notice. All this shows that the Sirdar's attention is very closely directed to the Turkistan affairs, and that he is making good preparations for a summer campaign. By the time the Ameer returns from India, nothing will be wanting to despatch the force at once to Turkistan under the command of either Yakoob Khan or Mahomed Ismail Khan.

19th March.—Letters were received by the Sirdar Sahib this day from the Turkistan merchants, stating that the kafilah were detained at different places by the independent Turkistan chiefs, who demanded the Cabul duties from them at those places. They therefore enquired as to what to do in the matter. The Sirdar ordered a reply to be written and sent to them, to the effect that the payment by them at Turkistan would not preclude payment at Cabul, and that the one-fortieth would by all means be realised at Cabul as duty according to the fixed rule. The Sirdar's treatment of the merchants at Cabul is very liberal. Besides these, all classes of persons are pleased with him, and have no cause to complain. At times the Sirdar used to evince rashness. But there is no cause just now to show this in the state of peace and harmony which Cabul now enjoys.

THE RESULT OF THE CONFERENCE AT UMBALLA.

LORD MAYO (writes the *Friend of India*) cannot yet be expected to be his own master, and he has yet to prove that he has in him the stuff of which masterful rulers are made. For His Excellency personally it is undoubtedly unfortunate that so splendid an opportunity for political action has occurred at a time when he must carry out the views either of his Council, or of the Secretary of State, or of both. Had he followed his own desire the new Governor General would probably have given the Ameer Shere Ali Khan all that His Highness asked—English officers, diplomatic interference with Persia, if not Russia, and the pledge of material support. As it is, the Ameer has been sent back to Cabul with the promise of more money, of continued friendship and of possible help in the dim future, when His Highness shall have consolidated his power. Meanwhile Russia may be tempted to the Hindoo Koosh, and Persia may absorb Seistan and again menace Herat at Russia's dictation. Lord Mayo has done exactly what Lord Lawrence would have effected had the conference taken place at Peshawur last November. We should like to hear the Ameer's genuine opinion on the result. . . . We regret that more assistance has not at once been given to Shere Ali, because we believe that, so far from such assistance being provocative of war with Russia, it would be the best means of altogether preventing or postponing war, so far as the Asiatic side of the Eastern Question is concerned. The least we should have done, and what we are almost certain to have to do under perhaps less favourable circumstances before many years are over, was to send an English envoy to Koorum, Ghuzni or Candahar, and to spend the subsidy we are about to fritter away, on a Contingent of Afghans drilled and officered by English soldiers. But in a case beset with difficulties on every side, and remembering the little power left to the Government of India, we are willing to admit that there is much to be said for the arrangement made with the Ameer. Fortunately we need not be in a hurry. . . . But so far as future war is concerned and looked at from the Cabinet's point of view, Russia will be useless for aggression for the next five if not ten years. . . . There are other reasons which may be assigned in excuse for, if not in advocacy of, the small immediate results of the conference at Umballa. The Ameer himself is not quite so sensible as it is desirable he should be. . . . The Ameer may well hurry back and it is to be hoped that he will find our money, our muskets and the nine-pounder battery we have given him sufficient to help him in re-conquering Balkh and in vindicating the integrity of Seistan. Again, the evil *de facto* policy of the past five years has been emphatically abandoned, by our recognition of Shere Ali Khan as Ameer of all Afghanistan, and of Yakoob Khan, his ablest, if not eldest, son, as heir apparent. This is a great step. . . . Above all, we feel, that until we have a trustworthy English agent in some part of Afghanistan, we are at the mercy of Asiatic liars, and we either fight shadows or we awake to realities when it is too late. Atta Mahomed Khan is all very well and faithful, but he has not ordinary Asiatic astuteness, and none but an Englishman can either accurately report all events or estimate their importance in the light of the honour and the interest of England, alike in Europe and in Asia. . . . The Government of India overlook the fact that, however careful it may have been in refusing a personal treaty to the present Ameer, that which it made with his father in 1857 it still acknowledges to be binding. Three years ago, when Shere Ali was a fugitive and his adherents held only Herat, Lord Lawrence acknowledged this. That treaty contains this passage:—"British officers, with suitable native establishments and orderlies, shall be deputed, at the pleasure of the British Government, to Cabul, or Candahar, or Balkh, or all three places, wherever an Afghan army be assembled to act against the Persians. It will be their duty to see generally that the subsidy granted to the Ameer be devoted to the military purposes for which it is given, and to keep their own Government informed of all affairs." Again, the treaty of 1857 expressly confirmed that of 1855, by which "the Ameer of Cabul engaged to be the friend of the friends and enemy of the enemies of the Honourable East India Company." These two treaties were the work of Lord Dalhousie—the letter in opposition to the advice of Lord Lawrence, then Chief Commissioner of the Punjab. They were heartily approved of by the English Ministry of the day. Surely the advance of Russia to the Oxus and the annexation of part of Seistan by Persia, are more serious acts of menace and aggression than the Shah's intrigues at Herat which led to the subsidy and treaty of 1856-7. Yet we are giving a more liberal subsidy now without exacting similar conditions. We may be excused if we prefer the action of Lord Dalhousie and Lord Palmerston thirteen years ago to the retrogressive policy of Mr. Gladstone and Lord Dalhousie's successor in a much more serious crisis now. But we can fortunately afford to wait in the present instance. If events advance in the next year or two with half the rapidity of the past, men will marvel at the results of the Umballa conference as we do now at the later policy of Cornwallis and Barlow.

THE 2ND NATIVE INFANTRY.

THE Commander-in-Chief of the Madras Army issued the following order on the 2nd inst. in reference to some remarks lately made in the columns of the *Friend of India*:—

"The Commander-in-Chief after enquiring into allegations prejudicially affecting the conduct of the 2nd Regiment Native Infantry, now serving in the Northern Districts, has a duty to perform to the Madras Army in notifying to it, how unfounded were such allegations; they were defamatory of the reputation of a corps, which had previously stood high in the estimation of this army, and had won honourable distinctions in the field since its first formation previous to 1772. The Commander-in-Chief notices that the native ranks of the regiment have been injuriously, and ungenerously reflected on by ill-founded accusations, disseminated firstly in India and thence to England. The native regiments to vindicate their character, have a right to look to the head of their army for support, and the Commander-in-Chief acknowledges the justifiable annoyance that the European officers of the corps have felt at aspersions cast on a regiment in which they are serving; six of these officers have remained in the corps from their entry into the service, the junior more than eleven years ago. The Commander-in-Chief's opinion of the creditable state of the discipline of the 2nd Regiment remains unchanged, since the corps first came under his command from service in Burmah early in 1863, whilst he commanded the centre division, and during the two following years, it was under his frequent personal supervision. On his return to India in 1867, he found the regiment still in cantonment in Madras, and he inspected it previous to its proceeding in March 1868, to the Northern Districts, Lieutenant-General McCleverty still retains his confidence in the corps, as after full investigation he records his own conviction and those of Brigadier-General Hamilton now commanding the Northern Districts, and of his predecessor Major-General Babington, as to the unfounded nature of the serious allegations against the regiment. The returns and other regimental document to the present date disprove them, and Lieutenant-General McCleverty willingly bears testimony, that no regiment since its re-organization has more upheld the discipline and character it had attained under the old system than the 2nd Regiment Native Infantry, during a period of nearly a hundred years."

THE ORIGIN OF THE MODERN NOVEL.—The modern English novel, which is in everybody's hands now-a-days; which gives employment to crowds of workpeople, almost qualifying itself to rank among the great industries of the day; which keeps paper-mills going, and printing-machines, and has its own army of dependants and retainers, as if it were cotton or capital,—the English novel, we say, arose, not with any gush, as from a fountain, but in a certain serene pellucid pool, where a group of pretty smiling eighteen-century faces, with elaborate "heads," and powder and patches, were wont to mirror themselves in the middle of George II's reign; while Pope was singing his melodious couplets, and Chester-field writing his wonderful letters, and Anson fighting with the winds and seas, and Prince Charlie planning the 45. From all the confused events of which the world was full—bewildering destruction of the old, still more bewildering formation of the new—the spectator turns aside into the quaintest homely quiet, the most domestic, least emotional, of all household scenes; and there finds Samuel Richardson, a good printer, a comfortable, affectionate, fatherly tradesman, Kind to everybody about him, and very much applauded by his admiring friends, but with no special marks of genius that any one can see.—*Blackwood's Magazine* for March.

BOMBAY.

THE SPECIAL JURY.—The gentlemen of the special jury are required to be in attendance at the High Court this morning at a quarter before ten o'clock.

BOMBAY CITY MISSION.—A public meeting in connection with the Bombay City Mission will be held in the Durbar Room, Town Hall, on Thursday evening at half-past five o'clock.

INQUEST.—A Coroner's inquest was held on Sunday last at the Jamsetjee Hospital, concerning the death of Essoo Balloo, a labourer, who, in the opinion of the jury, came to his death by drowning in a quarry hole near the High Court at Mazagon.

SMALL CAUSE COURT CASE.—Messrs. Thomson & Co., chemists and druggists, yesterday obtained a verdict in the Small Cause Court before the First Judge, against G. F. Brown, for Rs. 526-12, being the value of goods sold and delivered to the defendant from 15th August 1868 to 3rd April 1869. The Judge made an order for the speedy execution of the decree.

ATTORNEY'S COSTS.—At the Small Cause Court yesterday, before Mr. O'Leary, Mr. Carter, solicitor, sued Sulliman Adam, to recover Rs. 1,381-10, being the amount of taxed costs in a suit in the High Court, wherein Babajee Cassinath and another were plaintiffs, and Sullman Adam was defendant. Mr. Carter admitted having received Rs. 650, and claimed the balance. The defendant appeared in person and admitted the debt, but expressed his inability to pay the amount in a week. The Judge gave a verdict for the plaintiff for Rs. 731-10, the same to be paid by instalments at the rate of Rs. 100 per month.

THE CHARGE AGAINST "SIR W. M. EGERTON."—Some days ago we reported a charge made in the Fort Police Court against a young man who under the name of Sir W. M. Egerton had got possession of a sword and other articles from Messrs. Watson & Co. and was charged by them with obtaining the goods under false pretences. The case was called before Mr. Connon yesterday, when Henry Woolgan Griffiths, Ensign 23rd Royal Welsh Fusiliers, deposed that he knew prisoner at Sandhurst College in the early part of 1865, where he went by the name of O'Brien. He met him again at Lucknow in November 1867 when he was in the 11th (Queen's) Regiment and still going by the name of O'Brien. That was all he had ever seen of prisoner till now. Had never known him go by the name of Sir William Mylie Egerton or as an officer of the 16th Lancers. The case was further adjourned.

JUDGE MOROBA CANOBA.—Yesterday, in the Court of the Fourth Judge of the Small Cause Court, Rao Bahadoor Moroba Canoba, an action was brought by one Toolseram Suckrajee against a Hindoo woman named Jaibace and one Ramjee Babajee, to recover Rs. 11-6-3, the balance due to plaintiff on account of house-rent. When the defendants were asked what they had to say, the woman, speaking for herself and co-defendant, who was dumb, stated that she had already paid plaintiff Rs. 18, and that this was a got-up claim. Mr. Moroba—"Have you got any witnesses?" Defendant—"Who is to come to give evidence for me?" While she spoke she seemed as if she was smiling. Mr. Moroba (in Marathi)—"What are you laughing for? Are you a courtezan?" Defendant said she had paid plaintiff Rs. 18 as usual, but did not remember the exact time and circumstances. Mr. Moroba (in Marathi)—"What a rascally wench!" (The words used were, "Kai randai loochee.") Defendant offered a remark in explanation, when Mr. Moroba said—"What a she-ass," ("kaigarvde.") Defendant afterwards said she had one witness, and the case, being a disputed one, was postponed until after the disposal of professional cases.

UNSATISFACTORY STATE OF THE GIRGAUM POLICE BUILDINGS.

WE understand that the condition of the new Police Office Buildings at Girgaum is not such as might reasonably have been expected in an erection so lately finished, and that some of those interested in their stability are not feeling at all easy as to spending much time beneath a roof and within walls in such a state as these buildings seem to be. We believe a formal report has been made on the subject, and that there is a hope it will lead to an inspection by a competent party. The front wall, it is stated, is cracked in several places between the ground and first floor, then the pillars on the first floor and the wall over those on the second floor are also cracked,—the front wall and pillars appearing to be insufficient for the support of the weight above them.

CHARGE OF OBSTRUCTING THE THOROUGHFARE.

IN the Fort Police Court yesterday before Mr. Connon, Dorabjee Cursetjee Patell was charged with obstructing the thoroughfare, by seizing the reins of a horse belonging to Mr. H. Betts, whilst in Apollo Street. Mr. Betts stated that he had been making a call at Bolton & Co's. on the afternoon of Thursday last, and when he was turning his dog-cart to leave the place, defendant and another lad were right in his way. He called to them and one stepped aside, but defendant stepped right before the horse. Then he turned and seized the reins, demanded Mr. Bett's name, and proclaimed that if justice was to be got in Bombay he would have it. Mr. Betts got from the gharry and released defendant's hold of the reins, using only enough violence to get the reins, though defendant defied him to strike and still kept up the noise. There seemed to be no other way of quieting the defendant, and so Mr. Betts called a sepoy and left his name with the nearest European constable. The Magistrate said Mr. Betts seemed to have shown a forbearance which very few Englishmen would have exhibited under the circumstances; but as there was a cross-summons for rash driving, and he could not finish the case that day, he suggested that, perhaps as no harm had been done to any one, and such cases were hardly worth postponing, the complainant should withdraw the case. Mr. Betts said there certainly was no rash driving, but he did not object to withdraw the case. In fact he would not have cared to institute it all, except that there seemed to be a clique of young Parsees who had determined to annoy Europeans in every way they could. Then the defendant was a solicitor's clerk, and probably having some knowledge of the law,—[Mr. Green—I dont think he has much of that]—was particularly annoying on this occasion; and his (Mr. Betts') gorawalla told him that the Parsee had been to him and had offered him money to say he (Mr. Betts) struck the defendant with his whip. The Magistrate repeated that he thought Mr. Betts had shown great forbearance, and would not have answered for himself showing so much. Mr. Green (of Messrs. Macfarlane and Green), who appeared for the defendant, said he was prepared to advise his client to agree to the Magistrate's suggestion. The Magistrate—And to be a little more civil next time. Mr. Betts agreed to withdraw the charge, and remarked with a smile that had he thought His Worship would have been content for a matter of Rs. 50, he should have taken the worth of that out of the Parsee at the time, and not have troubled about a summons at all. (Laughter.) The charges were then mutually withdrawn.

DR. HEWLETT.

THE Secretary of State for India has forwarded to the Governor of Bombay a copy of the following letter from Dr. E. F. Parker, F.R.S., Professor of Hygiene Army Medical School, Dr William Aitken, Professor of Pathology, and Dr. W.C. Maclean, Deputy Inspector General, Professor of Military Medicine, addressed to the Under Secretary of State for India, and dated Army Medical School, Royal Victoria Hospital, Netley, 26th January 1869:—

"The fact that all the medical officers intended for service under the Government of India pass through this school, and undergo a course of special training to fit them for service in the tropics, gives us a deep interest in all that concerns the health not only of the Indian Army, but of the whole population of that vast empire. We have watched with much satisfaction the costly efforts made by the Government of India to improve the sanitary condition of the great towns and stations, and the marked effects everywhere resulting from such measures in diminishing mortality, and promoting health and happiness.

"In particular we have noticed the good that has followed the appointment of properly trained Medical Officers of Health, both in this country and in India. Nowhere has the benefit of such a measure been more conspicuous than in the town and island of Bombay. The Health Officer there, Dr. Hewlett, is a gentleman well known to us. Dr. Hewlett in 1862 pas as a volunteer through the Army Medical School, where he made himself master of all that is there taught on matters relating to public health. On his return to India he was appointed Health Officer of Bombay with ample executive authority, which he exercised to the great benefit of the public. Sir Bartle Frere, now a member of the Council of India, is well acquainted with the extent and value of Dr. Hewlett's labours and the extent to which the public weal was promoted by them.

"In 1868 this useful officer's health broke down under the work, and he was forced to return to England on sick certificate. No sooner was his health a little restored than he presented himself again at Netley, and during the whole of the term now drawing to a close he has spent his time in the Hygienic Laboratory, refreshing his former knowledge, and mastering every new process under Drs. Parkes and DeChaumont, thus adding greatly to his value as an officer entrusted with the cure of the public health, and if permitted to resume his old position we are satisfied that Government and people alike would reap the benefit of his increased knowledge and experience.

"It is with regret we learn that the Bench of Justices of Bombay with what we must consider a false economy purpose to do away with the Health Department in Bombay, and to entrust all sanitary operations to the Executive Engineer, an officer whose hands are already full, and who, therefore, can only bestow fragments of his time on duties which are sufficient to tax the utmost efforts of an officer who has nothing else to attend to.

"We consider this to be a retrograde step, certain to result in bad consequences to the public health.

"The health of Bombay is not a matter of local but of imperial interest. It is, or shortly will be, in daily communication with Calcutta, the North-West Provinces, and the Madras Presidency; an immense increase of traffic must result, and the chances of cholera importation will be greatly increased. It is of the last importance, therefore, that the sanitary condition of Bombay should be put on such an improved footing as to minimize the chances of a serious outbreak of that disease in a port which is in direct and almost daily communication with Suez. Let it be known that cholera is established in Bombay, and the Egyptian authorities will be forced by the Governments that took part in the Cholera Conference to close the gate by which the disease would probably pass to devastate Europe once more.

"We respectfully hope that the Secretary of State for India will not deem us instrusive in soliciting his attention to a mattter which appears to us to demand attention. Questions of public health are with us matters of anxious study, and we cannot look without serious misgivings on a proposal which we deem likely, both directly and indirectly, to be dangerous to the public weal.

RESOLUTION OF THE BOMBAY GOVERNMENT (6th April) —Copies to be sent to the Inspector General and the Municipal Commissioner for information.

MR. JUSTICE LLOYD.

WE mentioned yesterday that the leading native residents of Poona had determined to present an address to Mr. F. Lloyd on the occasion of his leaving to take up the appointment of Judge of the High Court. The address was presented on Saturday night at the residence of Khan Bahadoor Dustoor Nusserwanjee Jamaspjee before a well attended meeting of Sirdars and other natives. It was read by Mr. Syed Hoosein El Medini, late Sudder Ameen at Poona, and was as follows:—

HON'BLE SIR,—It is with feelings of the deepest delight and gratitude, that we, the inhabitants of the city of Poona, have this day assembled to express to you our high sense and appreciation of the excellent manner in which you performed your duties as Judge of this Zilla and Agent for Sirdars in the Deccan during the last three years. Within this short time you have clearly shown that you have a just claim upon our gratitude. It is, therefore, with particular pleasure that we hail the present opportunity to congratulate you upon your promotion. We assure you, Sir, nothing can delight us more than the news of your elevation to a Judgeship in the highest Court of this Presidency, which you, in our humble opinion, so richly deserve. It is true that your departure from our city is a matter of regret to us, but the pain caused by it ought, if we are not too selfish, to a very great extent be mitigated by the consideration that you have risen to the highest rank in the Judicial Department of this Presidency, and that the sphere of the usefulness of your admirable qualities will no longer be limited to this Zilla, but will extend itself to the whole of this Presidency; for, Sir, it is no flattery to say of you that you have, in your long career on the Bench, shown certain qualities so noble that they might well befit even the *beau ideal* of a Judge. The patience, the industry, and the strict integrity you have ever evinced in the administration of justice, have been such as commanded the respect and admiration of all. The untiring energy and perseverance with which you, from day to day, went through the tedious, and not always pleasant, labours of your post, were such as could not fail to elicit applause from every one. The high sense of duty, and regard for conscience which were apparent in your conduct as Judge, were beyond all praise. The calmness, the disinterestedness and utter freedom from prejudice which always characterized your decisions, were regarded with admiration by all. You measured all parties by the same standard. Every one got his due at your hands. You held the path of truth and justice most courageously. The desire to be popular never led you astray. Even-handed, unprejudiced, and disinterested justice was your motto. Your intimate knowledge of our vernacular proved a great blessing to us, as it enabled you to thoroughly comprehend the merits of every case that came before you. All parties could make themselves heard, and understood by you without the medium of an interpreter, and the evils arising from incorrect interpretations. You worked hard, yourself, and exacted good work from your subordinates. You were accessible to all. You were kind and courteous to whoever came in contact with you, and have ever taken much interest in the welfare of the people of this country. To you is due the success of the system of trial by jury in Poona. We feel sure that it was on account of the pains you took with them that our juries were able to work so satisfactorily. Your masterly summing up of evidence, and intelligent criticism of the arguments, advanced on both sides, guided them to proper conclusions, even in such tedious cases as the Poona Bank Forgery Case. Such have been your labours for us, and deep is the debt of gratitude we owe you. We wish you every success and prosperity in your future career. We hope that you will never forget our city, and that you will continue to take the same interest in our welfare as you have ever done. Humbly trusting that you will be kind enough to except this token of our esteem and gratitude, we beg to remain your most faithful and obedient servants.

(Signed) NOSHERWANJEE DUSTOOR JAMASPJEE,
And a great many others.

Mr. Lloyd, in reply, stated—

KHAN BAHADOOR DUSTOOR NOSHERWANJEE AND GENTLEMEN,—I sincerely thank you for the kindness which has induced so large an assemblage to meet together on this occasion, to offer your congratulations on my elevation to a seat on the Bench of Her Majesty's High Court of Judicature in Bombay.

The eulogiums of a valedictory address have a proverbial tendency to exaggeration, and the fact that I am now on the eve of departure, after a residence of more than three years amongst you, has led you to review my career, during the time I have presided over the judicial administration of this district, in far too favourable a light.

All that I can lay claim to, is that I had an earnest desire to discharge the important duties that devolved upon me, conscientiously, and to the best of my ability.

I am deeply sensible of opportunities vested, and duties left unfulfilled; but I cannot be otherwise than gratified that my poor endeavours to dispense justice, with an even hand, have been appreciated. The great feature of my administration has been the introduction of trial by jury, and I am happy to be assured by you that it has worked successfully.

I trust it may henceforth be regarded by you as one of your most cherished privileges, and that the acknowledged success which the experiment has met with here, may lead to its extension to other large and populous cities in this Presidency.

You have alluded, gentlemen, to the work I have exacted from others, and I would here cordially acknowledge the co-operation of the subordinate Judges, gentlemen of education, many of them labouring under great disadvantages, from being located in out-of-the-way places, remote from the influence of civilized life, and debarred from the congenial society of men educated as themselves, but, nevertheless, deligently and

THE PRINCE AND PRINCESS OF WALES.

[EXTRACTS FROM DR. RUSSELL'S LETTERS TO "THE TIMES."]

LIFE ON BOARD.

THE Prince may be seen standing beneath the awning on the look out for birds, with rifle and smooth-bore near at hand, his *suite* reading or lounging in the easy-chairs on deck, and further aft, in a kind of boudoir all bright with mirrors and golden-backed fauteuils and sofas, you can catch a glimpse of two ladies engaged in writing or sketching. It is seldom now that the chance of a shot occurs, for the birds are moving northwards and crocodiles are still keeping to the lower depths. Then, again, His Royal Highness does not kill unless he wants a specimen, or unless something very tempting occurs. One cannot, however, sketch or write, or read or lounge for ever. One date palm is like another, each water-wheel is very much the same as its neighbour, and the shadoofs vary only in the number of lifts and of the men who work them, and as to the men—well, unless we go very close they are all uncommonly similar in hue and dress or want of it, though their rich brown is now and then diversified by the intense blackness of the Nubian's epidermis. No wonder, then, if in the interval between tubbing in the Nile water and the walk on deck there is a longing for breakfast, and that when that is over the hour of lunch becomes of increasing importance, and that towards the close of the day dinner time gradually asserts its claims, and the halt at sundown, which allows every one to go on shore—*i. e.*, the next field on the bank—is looked for with pleasure, the crowning joy of the day—if it be not a bull to say so being the soft, cool hours when the stars twinkle and the moon shines aloft, and all are invited to the hospitable saloon of the Royal yacht, where a generous welcome awaits them, and a durbar is held till it is time to walk the plank and seek each one his ship by the blazing torchlights, and sink to sleep, unmolested, be it noted, of mosquito, or nightly depredator for the most part of us. "*Oh! si sic omnes,*" may some in less favoured ships exclaim.

[The reader will remember that the Royal party left Edfou on the 20th of February, and were aground for some time at Silsilis, and dined on board the Duke of Sutherland's steamer in the evening.]

BELOW THE FIRST CATARACT.

FEBRUARY 21.

Shortly before 1 o'clock to-day the Royal flotilla arrived at Assouan, below the First Cataract, 581 miles south of Cairo, having encountered some further obstructions on account of the want of water in the river. The reception was very pretty and novel, for a consular durable number of diabashas—pray excuse the abnormal spelling—were moored in the stream and by the left bank on which the native town is situated, and the owners kept up a brisk fusilade in honour of the occasion, and displayed all their bunting—British, French, and American. On shore there was a great gathering of sheiks and natives to do the Prince and Princess honour. At the landing-place there was a stage with coloured lanterns, which were lighted up at dusk, and on the flat, sandy beach left by the receding river was stretched out an array of caparisoned dromedaries, gay horses and saddled asses, which with their attendants—a crowd of armed Arnaouts and Cavasses—formed an animated foreground to the picture enclosed by the fring of date palms and the rocky ridge of the Desert range beyond the bright green fields. A group of Arabs arrived with shields and long swords, whose hair was dressed in a fashion that would set the whole craft of London and Paris at defiance to imitate, they went through their exercises for the Prince, and from the distance was heard once more the long wailing cry of welcome which greeted the passage of the flotilla from all the villages on the banks as we approached Assouan. An Egyptian officer in full uniform—French infantry in all but the fez and sleeve lace—went on board the Royal yacht to pay his respects, and the Mudir and principal people of the district were also in waiting to attend the Royal party, but the day was hot, and it was arranged that the visit to Philæ, above the Cataract, should be deferred till to-morrow.

The Prince and Princess made a short excursion on shore, and their example was generally followed, and in the evening His Royal Highness paid a visit to the village, which is interesting to those who care to see where Syene once was. Sir S. Baker refreshed himself and revived memories of former travel by a lively *tournée* or two on a fast dromedary, but did not induce many of the *suite* to embark on the ship of the desert.

A MYSTERIOUS TRAGEDY.

The news of a little tragedy reaches us. On our visit to Edfou we heard that an Englishman had shothimself on board his boat, and had been buried in the Coptic Church. Now we learn that it was a young Hungarian noble, Count Christophe Almásy who was killed, and that there are doubts as to the exactness of the statement that he committed suicide. He was found lying dead in his cabin, shot through the body below the breast, and the direction of the ball in a straight line and the situation of the wound were, it is thought grounds for suspicion that other hands than his held the fatal weapon. So dragoman and crew are all on their way to Cairo in irons, to await inquiry. The dragoman he discharged at Assouan five days before his death says there was an "*affaire de cœur*" somewhere, and that besides the deceased was very careless with his fire-arms. There was only one European with him, an Hungarian, whom he picked up at Assouan, on board the diabeah when the accident occurred, and he avers that the dying man's last words were, "It was my own fault." Then there are rumours—an actress of Vienna or Pesth, &c.; but the poor lad lies at rest in a strange land now.

A DAY OF MISADVENTURES AND FATIGUE.

FEBRUARY 22.

A day of small misadventures and of fatigue and toil for Prince and Princess. It was arranged that Her Royal Highness should proceed in a boat as far as the foot of the First Cataract, about three miles above Assouan, where donkeys were to be in wainting in charge of Abd-el-Kader, the Viceroy's Aide-de-Camp, while the Prince and party, in a light boat, went to the diabeah of Lady Duff Gordon, which lay a couple of miles above the mooring-place of the fleet, to pay her a visit. The Nile above Assouan breaks into several streams, and meanders through rocky, barren islands of sandstone and granite. The Princess, who was attended by the Duke of Sutherland, the Hon. Mrs. Grey, Lord Carington, and Colonel Marshall, went after His Royal Highness had started in a heavy native boat, under a glaring sun, took a wrong branch of the river, and came to a bank of loose, deep sand drifted on to a bed of craggy, glistering rocks. The Prince, after his visit to Lady Duff Gordon, went on to another point below the Cataract, and landed on a place exactly similar, physically and geologically; but where were the Princess and her party? Abd-el-Kader, who had posted far-seeing Arabs on the rocks, was in despair at the news that the Princess's boat was ascending another channel. He dashed round with his corps of donkey boys to meet the Pincess at a place to which the boat appeared to be bound, sending the camels by a long detour, as they could not make way by the rocky banks of the river, but when the asses arrived the Princess was not visible. By some lucky accident two very wretched donkeys were espied near the spot where the Princess landed. They had neither saddle nor bridle, but on the back of each was a pad without girths, and on these animals the Princess of Wales and the Hon. Mrs. Grey (who was favoured by two wooden bars in front and rear of the pad) had to poise themselves, and to plod under a burning sun towards Philæ. As there were no other asses to be found the Duke of Sutherland, Colonel Teesdale, Colonel Marshall, Lord Carington, Captain Ellis, Prince Louis, Mr. Brierly, and Captain Achmet Hassan were obliged to trudge on foot for some three miles or so in the heat over a piece of territory which was enough to make a man sigh for a day's climbing in a deer forest—into which the foot sank over the ankle at every step—alternating with rocky ridges and scattered stones and boulders. The Princess laughed at her novel situation and appeared to enjoy the newly-found property of balancing herself on a pad without any girths to keep it in its place with intense light heartedness. In an hour or so they came up with the Prince and Sir S. Baker, who had a small experience of the pleasures of the day, having waited for their donkeys for an hour and a half, and the whole party now provided with animals enjoyed the wonderful performance of the Arabs who swim down the boiling current of the First Cataract for the benefit of the tourist in the hope of "backsheesh." It has been often described, but it must be seen by those who want to form an idea of savage manhood—why should I call him savage, though?—as he battles with a mountain torrent before civilization has washed the energy of his native forces out of him? A native Arab is never drowned in the whirling, boiling rush of waters. Several Englishmen, we were told, had tried it, and all had perished. The spectators stand on rocks at the end of the fall and distance lends decency to the black fellows, who leap in from a ledge high up one after the other, and in a moment are seen bobbing like the buoys of a fisherman's net, and then, with arms raised aloft alternately, are borne whirling through the whitish foam to the feet of the spectators and scramble up in their waistcloths to fight for "backsheesh."

A FAREWELL DINNER BY THE DUKE OF SUTHERLAND.

The visit of the Royal party to the ruins of Philæ was limited, of course, by the want of daylight. On their return to the encampment, after a short delay, dinner was served in the large tent, in which a long table was laid out very prettily. The Prince took his place, the centre seat on the left, Her Royal Highness facing him; and all the members of his suite and the Duke of Sutherland and his party met at this farewell banquet provided by His Grace.

After dinner, Captain Achmeh Hassan, in charge of the Prince's boat, proposed "the Health of the Duke of Sutherland and of the Prince and Princess of Wales" in English and in a form peculiar to himself, but his speech was quite intelligible, and was received as the good-humoured, vivacious officer intended it should be.

The Duke of Sutherland expressed the wishes of his party—"A prosperous voyage and happy return" to the Prince and Princess, and proposed "the Health of the Viceroy," for which Mourad Pasha returned thanks in French in an excellent speech, and concluded by giving "the Health of the Queen of England," which was drunk with great enthusiasm by all the Royal party upstanding, and with many cheers. By the light of the moon the guests, broken into groups, sat out in the tents by the river bank, listening to the songs of the Arabs and to the "music" of some native performers till it was time for the Prince and Princess and their party to go to their boats, for others to cross the Desert to Assouan, and for a few to gratify their taste for camping out by sleeping on the ground in one of the tents.

THE SUEZ CANAL—SIR JOHN LAWRENCE IN CAIRO—THE PRINCE AND PRINCESS AT THE SECOND CATARACT.

CAIRO, March 3.

The Duke and his party were much impeded on their way down by sand banks, and reached Minieh with difficulty at 2 P.M. on Monday, March 1. Here a special train was ordered by the Viceroy, and the party starting at 7 o'clock were safely delivered in Cairo, 147 miles, at 2 o'clock next morning. The station, which is not far from Gizeh, on the west bank of the river, is several miles from the bridge of boats by which we had to cross to the city, and Beys and viceregal officials, with carriages, mounted cavasses, &c., were all in attendance to receive the Duke and his friend, and to conduct them to the viceregal palace, which was found to be just as we had left it. The journey was remarkable, as it was the first ever made over the line by express train at night; and Betts Bey, who took charge of the train, was a little anxious lest the native drivers should not look out for the camels and loads of sugar-cane which, it appears, to use a French phrase, *Manœuvrent sur le chemin de fer* at times. On the morning of his arrival the Duke and party received invitations to the Viceroy's palace to witness a theatrical representation, which was very successful, and which was attended by Sir J. Lawrence, &c.

Sir John Lawrence, who has just returned from an inspection of the Suez Canal, is equally impressed with the magnitude of the work and with the importance of the questions which will raise in the event of its becoming a permanent water-way. Giving full credit to the genius—for M. de Lesseps has elevated constancy and courage to a height as great as that—which conceived the ides of a *salt water* communication between the Mediterranean and the Red Sea, fed by their mutul concurrence, it must be admitted that there were reasons for the jealousy with which the enterprise was regarded, but it is to be regretted that the sentiment found expression in prophecies which prove to be fallacious. M. de Lesseps hopes, perhaps, to procure an international understanding that in event of war the canal shall be either a *mare clausum*, or a neutral water; but it is obvious that there would be great difficulty in procuring such a universal compact, and unless it be universal it cannot be made at all. As long as the canal is subject to the risks of military and naval operations, the shareholders, at all events, will use their influence to prevent any breach of the peace between the maritime Powers, and France, which takes a just pride in the work of her sons, will feel she has given in some measure a pledge to fortune in the millions they have expended and in the works they have constructed. What would be the *status* of Port Said in case of a war in which Egypt was neutral? The same question would apply—the answer to it, I mean—to the case of the basins at Suez, where the works of the Canal Company and the docks of the Egyptian Government are not to be distinguished from eachother by the most accurate rifled ordnance or shelling. M. de Lesseps, indeed says that the canal is no more French than we and others have permitted it to be by refusing to have anything to do with it, and by leaving it to France —*i. e.*, French capital—and to the Viceroy to furnish the funds for it; but at first the influence of the French Government was certainly exercised with great vigour in favour of the project, and the work had a national character to the outward eye. Those interested in the success of the enterprise now deprecate in the strongest terms the notion of having the smallest relation to the Government of France in the administration and management of the canal. It is understood that the difficulty which arose with respect to the interpretation of a clause of the concession has not been settled, as M. Leclerq has refused his assent on behalf of the company to the decision of the other arbitrators restricting the right of free entry to articles imported by the Canal Company for the use of the canal itself, thus rejecting the claim that Port Said should be regarded as a free port. Even as it is, Port Said must prove injurious to Alexandria, as the canal must in some measure inflict injury on Cairo, just in proportion as Ismailia becomes of importance. It is easily to conceive, though it may not be so readily reduced to practice, a general convention among the nations of Europe by which the canal, without injustice to the Viceroy, to Egypt, or to the shareholders, may be rendered a very great benefit to the civilized world, which is interested in the ready intercourse between East and West.

Sir John Lawrence, the reference to whose name and visit to the canal must not be supposed in any way to connect him with the opinions I have expressed, the object of great respect and consideration on the part of the Viceroy. He is lodged in one of the Viceregal Palaces on the Shoubra road, and is provided with a full staff of attendants, carriages, officers-in-waiting, and surrounded by all the *the grands et petits soins* which the Pasha knows so well how to bestow on the guests whom he honours. To-day Sir John visits the Pyramids of Ghizeh and starts on Friday in the *Caradoc* from Alexandria for Europe. He has given Mr. Fowler, who has been detained by the expression of the Pasha's desire to consult him on engineering and hydraulic questions, a passage in the vessel, and Professor Owen will also accompany him after a delightful visit, in which our English *savans* has largely extended the circle of admiring friends which surround him wherever he goes. The Duke of Sutherland, Lord Stafford, Colonel Marshall, and Mr. Sumner will leave Cairo by special train for Alexandria on Friday, to sail on Saturday for Florence *viâ* Brindisi, full of grateful acknowledgments and recollections of the princely receptions and entertainments provided for them by His Highness, and deeply sensible of the care and solicitude evinced by his officers for their comfort during the trip up the Nile and their sojourn in the Viceregal Palace at Cairo. There will be a grand ball at the Palace across the river on Thursday, and His Grace and party will visit the Pyramids and Sakkarah (Memphis), &c., in the forenoon and course of the day; but I must close my letter now, and trust to a postscript if anything occurs before the despatch of the mail, leaving the telegraph to report the latest news from the Empress's party, which the news of to-day may be said to have arrived at Wady Helfeh—*i.e.*, the Second Cataract.

The Prince and Sir S. Baker had a stalk after a brace of fine crocodiles one day, but when they came within shot of the place where they had marked their prey down, there was only a blank of sand indented by the scales and claws of the wary reptiles, which had subsided quietly into the Nile. A patient waiting was not rewarded by any reappearance of the crocodiles. Then there has been a moonlight demonstration against the hyænas, in which the Prince and his suite were engaged without success. Pieces of meat were put out in front of posts, at which His Royal Highness Prince Louis of Battenberg, Sir S. Baker, and others were stationed, and after a time a beast was seen approaching the bait in front of the Prince of Wales, but just as it was getting within easy range a fellah opened his unlucky mouth, and the shade-like thing vanished into the obscure. No doubt the ardour of the sportsmen will be rewarded at last. The heat is said to be very great, but the Princess was perfectly well by last accounts, as were all the members of the Royal party. The Prince and Princess of Wales will have a few days' rest at Cairo; indeed, they cannot well leave the city where the Viceroy has made such preparations to receive them with suitable honour in a hurry. But if they return by the 18th or 20th, as intended, there will be a gap of ten days to be filled before M. de Lesseps is ready with his great exhibition—the beginning of the end. On the first day of next month all will be ready to let the *poissons d'Avril* of the Mediterranean swim into the vast dry basin of the Salt Lakes. It will be a very grand sight indeed and it will be no small triumph for M. de Lesseps to see the Prince of Wales raising the sluice or removing the barrier which keeps out the waters of the middle ocean from the bed in which once ran deep and wide the waves of the Red Sea, and to behold the Heir Apparent of the Throne of Great Britain crowning the edifice which has been raised to the fame, if not to the profit, of the energetic Frenchman.

MILITARY ELECTRICITY.

THE Royal Institution, following the rest of the world, is becoming positively warlike. But a month or two ago Colonel Jervois lectured on coast defence, and on Friday, the 12th March, the members and their friends were assembled to hear Mr. Abel, F.R.S., Chymist to the War Department, give a very interesting lecture on "Some applications of electricity to naval and military purposes." The lecturer confined his remarks to the use of electricity for land or water mines. Franklin in 1751, and Priestley in 1767, suggested the possibility of applying the electric spark for the ignition of gunpowder charges, but the first practical application was made by the French military engineers about 30 years ago, after Volta had discovered the properties of the pile which bears his name. Not long afterwards English military engineers employed the same apparatus to destory the Round Cliff at Dover, and remove the wreck of the Royal George. Since then many instruments have been devised to act either by heating a piece of thin wire introduced into the circuit, or employing a magnetic arrangement to give a spark which shall pass through a very sensitive explosive composition, and so create the first heat necessary to fire the whole charge. The lecturer rapidly sketched the history of manifold inventions, French, English, American, German, and Austrian, carrying forward the first idea, to the point now attained, when a hundred mines can be exploded simultaneously by electrical agency. Mr. Abel himself designed one of the best fuses that has ever been used for the purpose. In the Abel fuse a spark, generated by revolving magnets, is made to pass through a mixture of subphosphide of copper, subsulphide of copper, and potassic chlorate—materials which are of high conducting power, yet extremely sensitive to the action of the spark. This is most important, for the electrical spark passes with such rapidity as frequently to dash away from it without igniting the compositions exposed to its action. This fuse and the apparatus which inflames it have long been used for the proof of guns and experimental practice. But the most important military application of the means for exploding charges of gunpowder or gun-cotton is, doubtless, to be found in the employment of torpedoes. The Russians tried torpedoes to be fired by electricity during the Crimean war; but the mines themselves were too small and the electrical arrangements deficient in certainty. A far better arrangement was invented by Baron von Ebner, of the Austrian Engineers, and employed by him in defending the approaches to Venice in 1859, and again with further improvements in 1866. In neither of these years was there an opportunity for trying the new agent in actual war; but the Americans made much use of mechanical and electrical torpedoes in their great struggle. Many a channel was blocked by them, many a Federal and even Confederate ship was blown up by torpedoes. A committee appointed to investigate this subject in England has prepared a most elaborate report, which is intended to be kept strictly confidential. Mr. Abel was secretary to the committee, and important revelations were expected on Friday evening last; but the lecturer was careful to avoid anything of the kind. The English system is, however, so far developed as to render its instant application to coast defence possible in case of threatened attack. The new torpedoes can be laid down rapidly in large numbers, rendered sensitive or not at pleasure, and fired by the blow received when the vessel strikes them. Thus, our own ships can pass to and fro over them when they are left out of circuit; but if the enemy's fleet approaches, the operators on shore can, in a moment, place the whole array of hidden mines in complete preparation, so that when any one of them is struck it will explode, and break the back of the unwary vessel, or blow a large hole in her, beneath the waterline. Furthermore, means have been devised for testing each torpedo at any time after it has been laid down, and as often as may be wished. Numerous classes of officers receive instruction in torpedo warfare, and there can be no doubt that submarine mines will be hereafter largely employed, both as auxiliaries to forts and as protections to unfortified coasts or harbours. In the latter case a few light gunboats or floating batteries must be ready to prevent the enemy from fishing up and carrying away the dangerous inventions. Mr. Abel's lecture was illustrated by a series of highly successful experiments. The theatre was extremely full, and hearty applause at the conclusion showed the interest taken by the audience, and their appreciation of the lecturer's talents and exertions in behalf of military science. We understand that the French, following our English improvements, are taking up the subject of gun-cotton. We know that great interest has lately been excited in several countries by reports of Mr. Abel's discoveries in the use of the new explosive agent.

COMPOSITION OF THE HOUSE OF COMMONS.

OF graduates, there are 338; of these 151 are *alumni* of Oxford, 122 of Cambridge, 1 of Durham, 16 of London, 22 of Dublin, and 26 of Scotland. The number educated at public schools is 287, of which Eton contributed 131, Harrow 68, Rugby 29, Charterhouse 8, Winchester 13, Westminster 20, St. Paul's and Merchant Taylors' 1 each, King's College 7, and University College School 9. The legal profession is represented by 120 gentlemen, of whom 102 have been called to the English bar, 13 to the bar in Ireland, and 5 to the Scottish bar, the remaining 10 being attorneys. The army contributes 98 members, and the navy 13. Of bankers there are 15, and of commercial men 136. There are 5 medical practitioners, a like number of civil engineers, 3 university professors, and 1 Dissenting minister. The nobility are represented by 3 Irish peers, by 40 heirs apparent, and 14 heirs presumptive of peeragres, and by 52 younger sons of peers. Of privy councillors and baronets there are 52 each, of knights 7, of heirs apparent to baronetcies 16, and of heirs presumptive 3. The number of gentlemen who have changed, or added to, their patronymics is 29; 90 have served the office of sheriff, and 3 that of Lord Mayor of London; 10 are lords lieutenant of counties, 7 are recorders, 9 have been in the diplomatic service, and 129 have represented other constituencies than those for which they now sit. Ten fathers are each honoured by having a son in the House, and there are no less than 24 pairs of brothers, exclusive of three brothers of one family.

THE ITALIAN ROUTE TO INDIA.

FLORENCE, 9TH MARCH.

NEXT to and in close connexion with the hoped-for restoration of Italian finances the project of making this country the principal highway to the East here excites a lively interest. It is possible that the Italians somewhat exaggerate to themselves the advantages that would accrue from such traffic, but it, nevertheless, must be admitted that these would be great. Everything that seems to tend to the realization of the hope is noted with keen attention, and the passage of Captain Tyler through Italy and the satisfaction he is said to have expressed at the progress of the works in Brindisi harbour have been remarked with pleasure by the Press and the public. About the same time, however, there occur unpleasant and serious interruptions upon the Mont Cenis, causing the mails to be delayed, at least in one instance, fully 48 hours. Up to the latest advices the traffic had been partially, but not completely, re-established. Travellers relate that the snow has drifted into the covered ways, and there become hard frozen, involving tedious labour in its removal. The fall of snow appears to have been extraordinarily heavy; it is probable that with the old diligences the delay would have been at least as great, if not greater; the ordinary time of sea passage from Marseilles to Alexandria is also liable to be lengthened by exceptional weather. These things must be borne in mind when weighing the comparative advantages and disadvantages of the different routes between Western Europe and Egypt. The promoters of mountain railways must naturally be anxious to secure the superiority of their system in punctuality as well as in speed. In railways constructed for permanent use over other Alpine passes, and not for a fugitive experiment like the one over the Mont Cenis, such delays as have just occurred might possibly be effectually guarded against by an extension of the covered ways, and by other precautions which experience and engineering skill would suggest. It is naturally taken for granted by all but the few persons who have had occasion narrowly to investigate the matter that when the Mont Cenis tunnel line shall be open that route will of necessity command the traffic with the East. This is not quite so certain as it may appear at first sight, and I wish now to point out to you the reason why.

In *The Times* of the 23rd of February, 1863, a letter from your Turin correspondent appeared, in which it was stated that when the Mont Cenis summit line should be open, the journey from Paris to Turin would be performed in less than 24 hours. Whose fault is it that this well-founded prediction has not been realized, that the time actually employed is nearly 28 hours, and that letters leaving London by the morning mail are not delivered in Florence on the morning of the third, instead of only upon that of the fourth day?

Before the Victor Emmanuel Railway fell into the hands of the Paris, Lyons, and Mediterranean Company, express trains ran between Culoz and St. Michel, but now the Italian mails and passengers are carried by slow trains—by very slow ones indeed as any one will testify who has travelled by that line of late years. Besides this the corresponding train between Paris and Macon travels at a much slower rate of speed than the trains going to Marseilles. So that between Paris and St. Michel there is a completely unnecessary loss of 3 hours and 35 minutes, of which the only conceivable object is to discourage travelling by the Mont Cenis route and to induce as many travellers as possible to prefer that by Marseilles and Nice, and so to swell the already enormous profits of the Mediterranean Company.

In proof of the above. The Marseilles trains run from Paris to Macon in eight hours and ten minutes, while the trains carrying the mails for Italy take nine hours and twenty minutes. From Macon to St. Michel they take eight hours and twenty-five minutes, whereas at so low a speed as 25 miles an hour, including stoppages, the journey would be performed in six hours. Thus, one hour and ten minutes lost between Paris and Macon and two hours and 25 minutes between Macon and St. Michel make three hours and thirty-five minutes wasted between Paris and St. Michel.

The Italian mail train now leaves Paris at 8-40 P.M. There is probably no reason why it should not leave at 8 P.M., as it formerly did. If the Mediterranean Company could be induced to put on a fair rate of speed, which it would be perfectly easy for them to do, the mail leaving Paris at 8 P.M., would reach Macon at 4 A.M., St. Michel at 10 A.M., Susa at 3-40 P.M. French time, and Turin at 6-40 P.M., Roman time. It might leave again at 7 P.M., and arrive in Florence at 7 A.M. on the morning of the third day, performing the journey from Paris to Turin in 22 hours, and from Paris to Florence in 34½ hours. It seems impossible to imagine a valid reason why this service between Paris and Florence should not at this present time be thus performed (barring, of course, heavy snows or extraordinary impediments, which could be but very occasional and transitory), were such the good pleasure of the French Government and of the Mediterranean Company. As it is, the mail from Paris reaches Turin so late at night that the Alta Italia Company will not run a corresponding train to Florence, because, I presume, the hour of departure is found inconvenient for travellers between Turin and Florence.

To assist comparison and appreciation, here are the different speeds at which the mail from London to Florence travels over the different sections of the journey:—London to Dover, 88 miles, at 44 miles an hour; Dover to Calais, steamer, 21 miles, at 12 miles an hour; Calais to Paris, 184 miles, at 33½ miles an hour; Paris to Macon, at 273 miles at 29½ miles an hour; Macon to St. Michel, 14 miles at 17½ miles an hour: San Michel to Susa, 50 miles, at 9½ miles an our; Susa to Florence, 323 miles, at 23½ miles an hour. You will observe that the Italian service, notoriously, as a rule, less expeditious than the French maintains a speed of 23½ miles an hour, including the passage of the Apennines, while the French mail service from Macon to St. Michel reaches only 17½ miles. Better proof can hardly be required that the loss of three-and-a-half hours by the French trains is intentional, and it is no invidious inference, but an inevitable one, that things are so arranged for the benefit and gain of Marseilles and the Mediterranean line. French interests must be considered; every means is good by which the Indian mail may be kept in the old groove. In presence of such considerations it matters little if Florence gets its letters and papers 24 hours later than it rightly ought to do, and if travellers hither are delayed 12 hours in reaching their destination. I say nothing of the Mont Cenis Company which has rendered this saving of time possible and which has a fair right to expect as the reward of its exertions an increase of passenger traffic of which, by the present French arrangements, it is deprived. The detriment to Italy and to the travelling public is manifest, and the first step to take towards its removal is clearly to set forth the facts of the case.

Should the power of public opinion, which we are justified in hoping may be aided by diplomatic representations, prove powerless to correct the abuse complained of, the obvious recourse will be to the St. Gothard or Simplon route. As soon as one of those lines shall be completed the Mediterranean line may be avoided altogether, Calais still being retained as the French port. The Italian traffic from England might diverge into Switzerland, either from Amiens towards Basle and Bar Iron, or from the Chemin de Fer de l'Est towards Basle. The time now employed from Paris to Basle is 12 hours and 35 minutes; Basle to Lucerne, 2 hours 55 minutes; Lucerne to Camerlata, by the St. Gothard (when the line shall have been made), 146 miles in eight hours; Camerlata to Florence, 11 hours 19 minutes—total from Paris to Florence, 34 hours 49 minutes. And there can be no doubt that the Chemin de Fer de l'Est and the Swiss lines would accelerate their trains when competing for the Italian traffic, so that we may reasonably reckon on the journey being performed by that route in 32 hours, in lieu of 38½ hours' actual travelling, besides 7½ hours' delay at Turin, as at present, making a total of 46 hours consumed between Paris and Florence. A saving of 14 hours to be made by adopting the St. Gothard route, should the Mediterranean Company persist in its present policy.

When considering the above comparative details it should be remembered that the gain of time by the Mont Cenis Tunnel line when it shall be opened over the present summit line will be barely 2½ hours between St. Michel and Susa.—*The Times.*

THE "Ogress of Montauban," whose crimes have been reported at great length in the French newspapers, has been found guilty, with "extenuating circumstances," of assassinating nine children and causing eleven abortions. It is said, what we can readily believe, that the announcement of "extenuating circumstances" caused some astonishment in court. As for the wretched woman, she laughed, and, on leaving the court, kissed her hand to the jury. Instead of being executed, she escapes with hard labour for life. It would be interesting to hear in what the "extenuating circumstances" are held to have consisted. Was it that the ogress did not eat the children, as seems to have been the vulgar belief at Montauban? or that she only killed nine of them? or that, in poisoning one little child with vitriol, she gare it "only a little," and that little "in a glass of sugar and water?"

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.—(Incorporated by National Decrees of 7th and 8th March and by Imperial Decree of 25th July 1854.)

Recognised by the International Convention of 30th April 1862, and by Act No. VIII. of 1864, of the Legislative Council of India, and by amended Act of 1867.

Subscribed Capital £3,200,000
Paid up Capital 3,200,000
Reserve Fund 800,000

HEAD OFFICE—Paris.

AGENCIES AT

London.	Saigon.
Lyons, Marseilles and Nantes (France).	Hongkong.
Bourbon (Reunion).	Shanghai.
Calcutta.	Yokohama.

LONDON BANKERS.

The Union Bank of London, and Messrs. C. J. Hambro and Son.
AGENTS IN SCOTLAND.—National Bank of Scotland.
" IN IRELAND.—The Munster Bank, Limited.
" " .—The Belfast Banking Company.

The Bank grants Drafts and Letters of Credit, and purchases and collects Bills, on the above places, and on all the principal Cities and Towns on the Continent of Europe.

CURRENT DEPOSITS.

These will be made up to the 30th June and 31st of December in each year, and if the balance shall not at any time during the half year have been below Rs. 1,000, interest at the rate of 2 per cent. per annum will be allowed on the minimum monthly balances. No interest will be allowed above one lac.

Deposits for fixed periods are received at interest, particulars of which may be obtained at the Bank as also any further information as to rules of business, may be had on application to the Manager.

All remittances to be endorsed "Pay Comptoir d'Escompte de Paris, or order."

E. J. HARDCASTLE,
Acting Manager.

9, Rampart Row, Bombay, 19th February 1868.

AGRA BANK (Limited).—Capital—£1,000,000 (One Million Sterling). In 100,000 Shares of £10 each.

HEAD OFFICE—Nicholas Lane, Lombard Street, London, E.C.

Edinburgh Branch—17 St. Andrew Square.

BRANCHES IN INDIA.

Calcutta.	Agra.	Kurrachee.
Madras.	Bombay.	Lahore.

The Bombay Manager grants Bills of Exchange at the following rates on London at 6 months sight at 2 3/16 per Rupee.

4	do.	2s.	"
3	do.	1/11⅞	"
2	do.	1/11⅝	"
1	do.	1/11 11/16	"
On demand		1/11⅝	"
On Scotland		1/11⅝	"

No drafts at six months' sight are granted for sums under £50, and sums under £20 are only drawn for on demand.

INTEREST.

On Deposits repayable on demand will be credited half-yearly (on 30th June and 31st December) at the rate of 2 per cent. per annum on the minimum monthly balance not exceeding Rs. 1,00,000 upon all accounts the balances of which have not during the six months fallen below Rs. 1,000. When such has been the case, no interest will be allowed.

On Fixed Deposits subject to 3 months' Notice of withdrawal 3 per cent. per ann.

Do.	6	do.	4
Do.	12	do.	5
Do.	24	do.	6

The Bank takes charge of Government Paper and other Securities for constituents without charge.

All Drafts or Hoondies forwarded for realisation should be made payable to the Agra Bank (Limited), or order.

Hours of business, 10 to 3; Saturday, 10 to 1.

EDWARD MORRISS, Manager.

Bombay, 6th April, 1869.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

EXCHANGE.

The Bank grants Drafts on London, Scotland, and Ireland, Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe, at the following current rates of Exchange:—

On London, at 6 mes' sight above £50 2s. 0 3/16d. per Rupee.

"	4	do.	2s. "
"	3	do.	1s. 11 7/8d. "
"	2	do.	1s. 11 13/16d. "
"	1	do.	1s. 11 3/4d. "
On demand			1s. 11 11/16d. "
On Scotland			do. "
On Ireland			do. "

Circular Notes for the use of Travellers 1s. 11 5/8d. " on the Continent and to Europe Overland at 1 day's sight .....

The Bank purchases Bills and grants Drafts payable in Calcutta, Madras, Coconada, Ceylon, Hongkong, Foochowfoo, Shanghai, Hankow, Singapore, Penang, Mauritius and Yokohama.

The Bank also draws on the Branches of the Bank of New South Wales.

INTEREST.

On Deposit accounts payable on demand interest will be credited half yearly, on 30th June and 31st December, at the rate of 2 per cent. per annum on the daily balance not exceeding one Lac Rupees.

ON FIXED DEPOSITS.

12 months	6 per cent.
6 do.	4 "
3 do.	3 "

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes interests and Dividends thereon on the following terms:—

If to be remitted in Bank's Drafts, without charge.

If to be paid in India, a Commission will be charged of a ¼ per cent.

On returning Government Paper or Share Certificates out of safe custody, or when sold on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.

Commission charged on purchase and sale of Government Securities ¼ per cent.

All Letters should be addressed and Hoondies made payable to the Agent, Chartered Mercantile Bank.

Bombay, 5th April 1869.

CHARTERED BANK of INDIA AUSTRALIA, and CHINA.

HEAD OFFICE—Hatton Court, Threadneedle Street, London Incorporated by Royal Charter.

Paid-up Capital—£800,000.

BRANCHES AND AGENCIES.

Bombay.	Rangoon.	Hongkong.
Calcutta.	Singapore.	Shanghai.
Akyab.	Batavia.	Hankow.

BOMBAY AGENCY.

EXCHANGE.

The Bank's Agency in Bombay grants Bills of Exchange on the City Bank, London, at the following rates, viz.—

6 months' sight (on City Bank) at 2s. 0¼d. per Rupee.

4	do.	at 1s. 11 15/16d. "
3	do.	at 1s. 11½d. "
2	do.	at 1s. 11 13/16d. "
1	do.	at 1s. 11⅞d. "
On demand (Head Office)		at 1s. 11⅞d. "

On Current Deposit Accounts will be credited half-yearly (on 30th June and 31st December) at the rate of two per cent. on the daily balances from Rs. 1,000 up to Rs. 1,00,000; and on Fixed Deposits as follows:—

Repayable in one sum, at 3 months' notice, 3 per cent
Do. 6 do. 5 "
Do. 12 do. 6 "

REMITTANCES.

The Bank's Agency realises Drafts or Hoondies on the Presidency for remittance to Europe in the Bank's Bills on London without charge.

All Drafts or Hoondies forwarded for realisation, to be made payable to the "Chartered Bank of India, Australia, and China, or order." When a remittance is to be made to a lady other Christian name must be given.

COMMISSIONS.

On the sale or purchase of Government Paper, Bank Stock, and other Securities, ¼ per cent.

The Bank receives Government and other Securities for safe custody free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale, ¼ per cent. commission charged if the amounts be paid in India; if remitted home by the Bank, no charge.

On delivering up Securities deposited for safe custody, ¼ per cent.

Office hours, 10 A.M. to 4 P.M.; Saturdays, 10 A.M. to 1 P.M.

Bombay, 28th January 1868. JAMES DOUGLAS, Agent.

FOR SALE.

FOR SALE, Guzeratti and English Dictionary by Shapoorjee Eduljee. Price Rs. 5 per copy.
Do. Do. Grammar. Rs. 2 per copy.
Mr. Addis' Map of Bombay. Rs. 3½ per copy. Apply to
M. B. COHEN & Co.

FOR SALE, at the Office of this Paper, price Rs. 4, RULES relating to the WINDING-UP of JOINT STOCK COMPANIES, made by the High Court of Judicature at Bombay, pursuant to section 189 of the Indian Companies' Act 1866.

TO ENGINEERS, CONTRACTORS, &c.—For Sale, one Steam Mortar Mill (Horizontal Crushing Rollers) in stone, unused, and another without steam power, both in working order. For price and particulars apply to K., office of this paper.

Bombay, 31st March 1869.

SAVORY AND MOORE'S

DATURA TATULA,

A SPECIFIC FOR ASTHMA.

By immediate contact with the air cells and passages, the fumes of this plant give instant relief.

"I am indeed to believe it is a remedy of great efficacy in cases of Asthma and Chronic Bronchitis, and worthy the attention of our profession."—Paper by Dr. M'VEAGH, Dublin Journal, Medical Science.

"I consider it a remedy of great power and usefulness."—Dr. W. BARKER on Diseases of the Respiratory Passages and Lungs.

"The fumes cause no nausea, so that the most delicate lady may use the remedy. I have never known an instance in which relief was not obtained."—Letter from General Alexander